



Saskatchewan
Highways and
Transportation

Hon. Grant Hodgins
Minister

1987 Saskatchewan Traffic Accident Facts



Quick Facts 1987

	1986	1987	% Change
Property damage only accidents	27,217	27,884	+ 2.5
Personal injury accidents	5,950	6,156	+ 3.5
Fatal accidents	207	193	- 6.8
Total reported accidents	33,374	34,233	+ 2.6
Estimated property damage	82,799,593	89,280,986	+ 7.8
Number of deaths	245	236	- 3.7
Number of persons injured	8,829	9,135	+ 3.5
Provincial highway accidents	4,872	5,150	+ 5.7
Rural road accidents	3,834	4,180	+ 9.0
Urban street accidents	24,063	24,341	+ 1.2
Accidents in other locations	605	562	- 7.1
Provincial travel (million veh. km)*	10,534	10,790	+ 2.4
Registered vehicles**	735,626	738,682	+ 0.4
Licensed vehicle operators**	649,989	651,609	+ 0.2
Saskatchewan population***	1,000,227	1,022,000	+ 2.2
Accidents per million veh. km.	3.17	3.17	0
Fatal Accidents per 100 million veh. km.	2.0	1.8	- 10.0
Accidents per 100 licensed operators	5.13	5.25	+ 2.3
Accidents per 100 registered vehicles	4.54	4.63	+ 2.0
Accidents per 100 population	3.3	3.3	0

In 1987:

There was 1 traffic accident every 15 minutes.

There were 25 persons injured every day and 1 person killed every 37 hours.

71.1% of all reported accidents occurred in Urban Areas.

Source of Information:

* Saskatchewan Highways Design and Traffic Safety Branch

** Saskatchewan Government Insurance

*** Saskatchewan Bureau of Statistics

Definitions:

Provincial Highway Accident: A motor vehicle accident which occurred outside the incorporated limits of a community on a numbered provincial highway or connecting access road.

Rural Accident: A motor vehicle which occurred on a municipal or grid road outside the incorporated limits of a community.

Urban Accident: A motor vehicle accident which occurred on the route of a provincial highway, a street, lane or service road within the incorporated limits of a community.

Other Locations: A motor vehicle accident which occurred in an area not defined above such as in parks, Indian Reserves, northern provincial roads, timber haul roads etc.

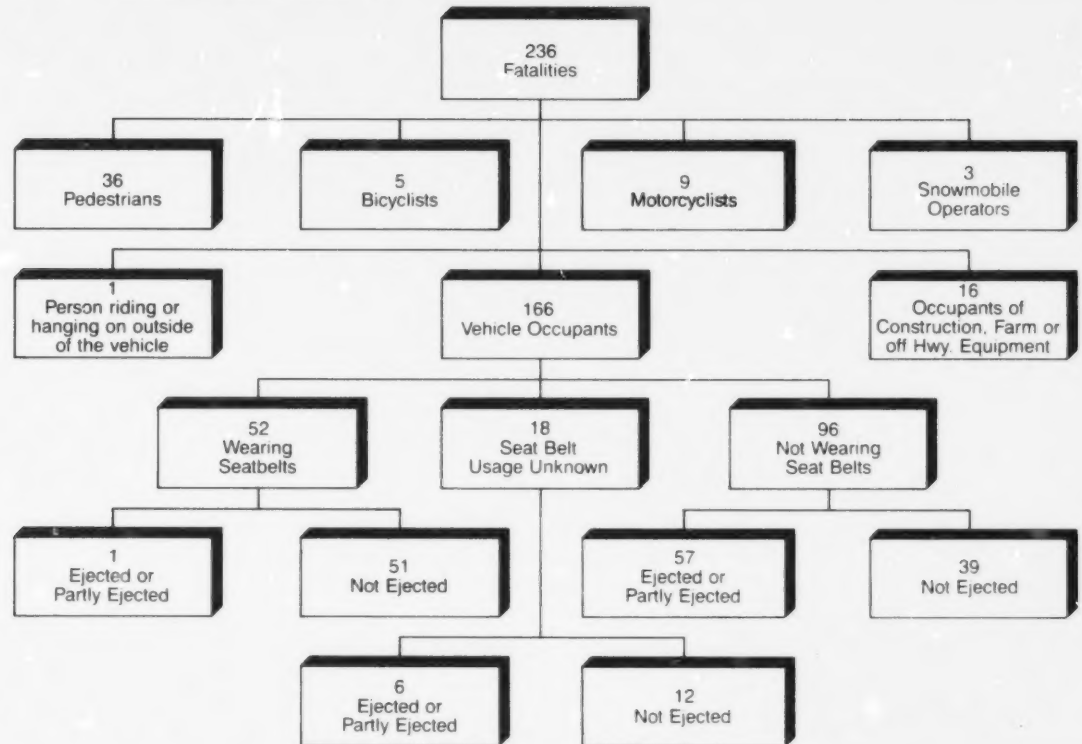
Private Property Accident: An accident which occurred on privately owned land such as parking lots, farm yards, private roads or driveways.

Property Damage Accident: A motor vehicle accident in which the total estimated resulting damage was \$500 or more and did not result in personal injury or death.

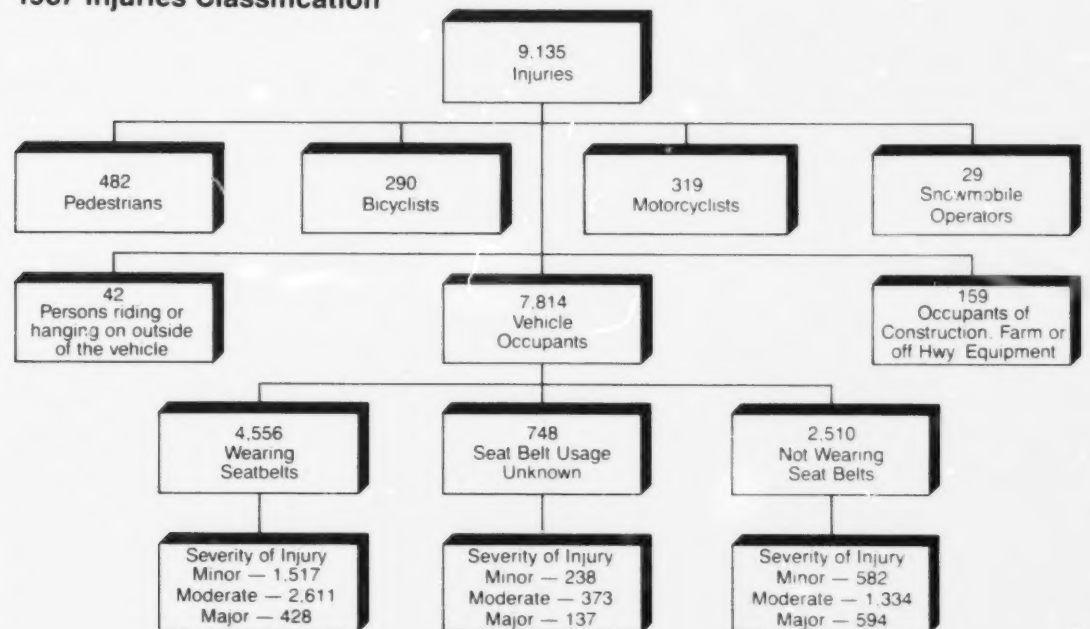
Personal Injury Accident: A motor vehicle accident which resulted in a non-fatal injury to one or more persons.

Fatal Accidents: A motor vehicle accident which resulted in death within 30 days to one or more involved persons.

1987 Fatalities Classification



1987 Injuries Classification



Minister's Message TAIS



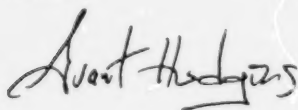
Saskatchewan Highways and Transportation annually publishes traffic accident statistics, compiled from our Traffic Accident Information System (TAIS), into this comprehensive report.

TAIS is a valuable research tool that improves our understanding and awareness of traffic accidents. I therefore invite you to take time to read this report to learn more about traffic safety.

Enhanced knowledge as to why, where, and how traffic accidents occur, allows for the implementation of appropriate safety measures.

Accidental traffic deaths and injuries are cause for great concern. I encouraged all motorists to drive defensively, buckle up and turn your headlights on even during daylight hours.

Sincerely,



Grant Hodgins,
Minister, Highways
and Transportation

It is my pleasure to submit this ninth annual report of the Saskatchewan Traffic Accident Information System. Our accident files now contain information on nearly 350,000 accidents for the purpose of identifying the inadequacies of the driver, vehicle and environment so that corrective actions can be taken to reduce the social and economic loss due to traffic accidents. This report is but a portion of the data available to our many users for analysis.

The following acknowledgements further illustrate the wide distribution and uses of the system's data.

"In an effort to reduce all types of auto accidents all our detachments are required to prepare an annual traffic plan. This plan is prepared from our personal knowledge of our area as well as the information provided from your office.

The information provided by your office is very detailed and is certainly very helpful"

(T. W. Hluska) S/Sgt.
i/c Carlyle Detachment

"I am a driver educator. I find the TAIS a very valuable guide in my driver education program. My students find it very interesting and informative because it is about our province. I find that out of province statistics are boring to our students."

Pat Carter LeBlanc
Driver Educator
Lamb's Driving School

"Thank you for your speedy reply with requested stats. I used your stats for:

- 1. To see if peak accident times have changed which would necessitate rescheduling Highway Patrol Shifts.*
- 2. To see if there is a pattern change in Drinking Drivers, or vehicle equipment problems that would require a change in enforcement, i.e. Check Stops.*
- 3. Comparing stats in all areas to see if we can improve and/or evaluate performance, i.e. scenes visited, number of charges, etc."*

Sgt. R. S. Kredba
NCO i/c Moose Jaw Det.

"We are most appreciative of the information we received from you in regards to specifics concerning accidents in our community. We hope that you will continue to maintain this very valuable service."

G. W. Crowder
Administrator
Rosetown

"The type of information collected by Saskatchewan and entered into the TAIS is valuable in providing the 12 jurisdictions with information on the province's traffic safety status and the characteristics of the road users involved in accidents. The collection of these varied data is a valuable endeavour and one that ought not to be diminished in comprehensiveness and timeliness."

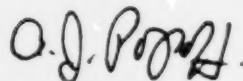
Bob Lamble,
on behalf of the the
Canadian Council of Motor Transport Administrators

"In our day-to-day work in Traffic Safety Services, we use the data published in the Saskatchewan Traffic Accident Facts book and various printouts from your branch in assessing the traffic safety situation in the province."

Bob Lamble
Supervisor
Traffic Safety Research
Sask. Gov't. Insurance

An information pamphlet and poster/calendar containing some of the basic summaries in this report is also widely distributed from our branch.

Comments and suggestions for improvement are invited in order that we may continue to meet user needs.



A. J. Popoff
Director
Design and Traffic Safety Branch

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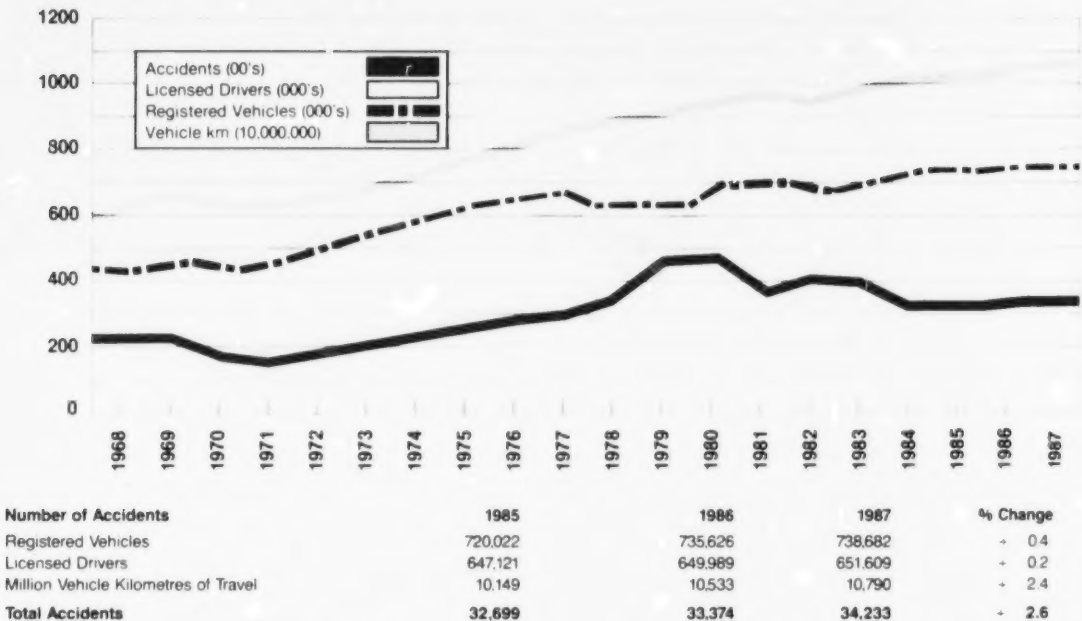
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Section 1

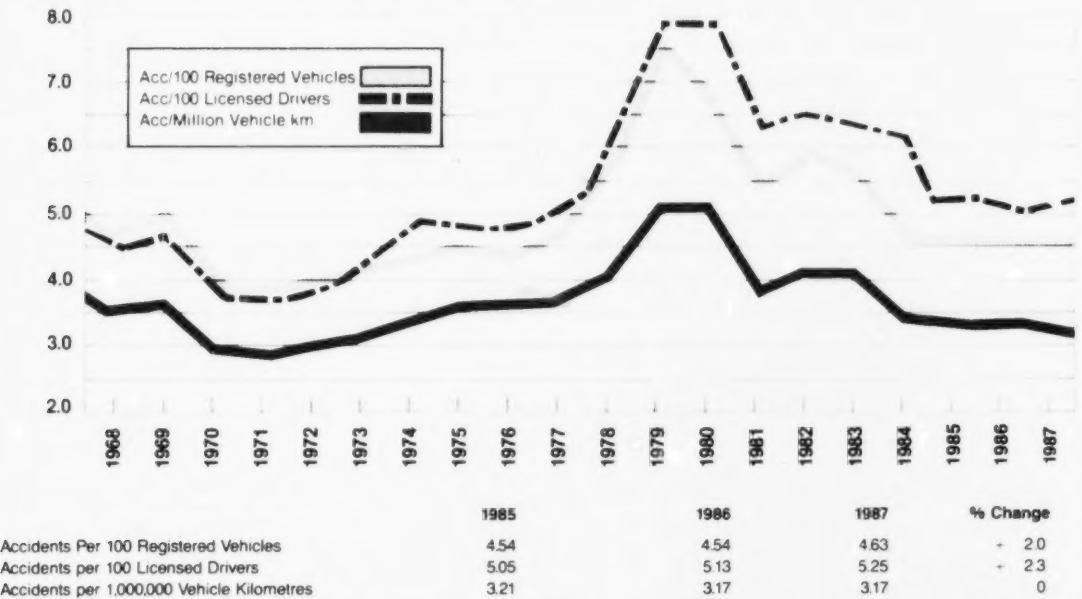
Trends in Total Provincial Travel, Licensed Drivers, Vehicle Registrations and Accidents (1968 - 1987)

Figure 1.1



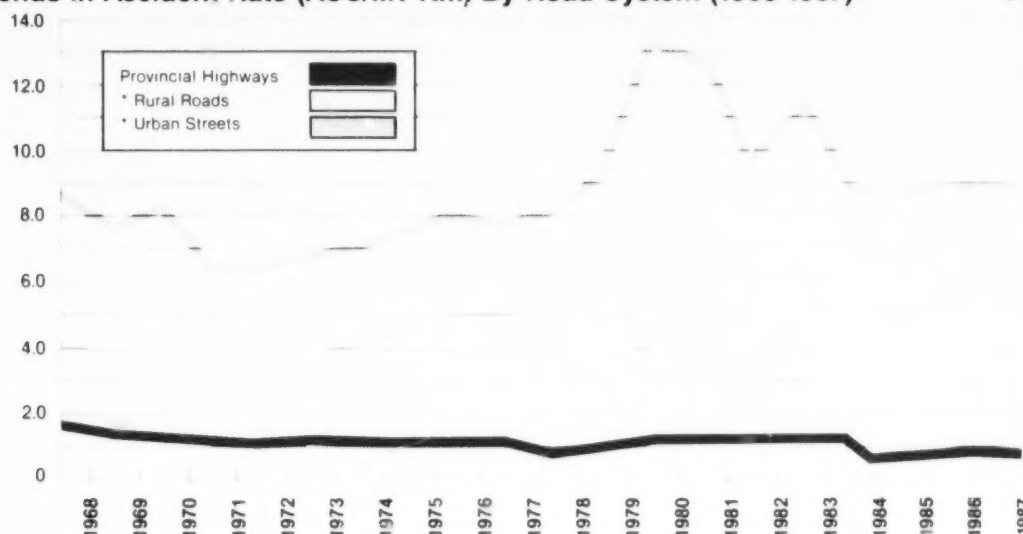
Trends in Provincial Accident Rates By Vehicle Registrations, Licensed Drivers & Travel (1968 - 1987)

Figure 1.2



Trends in Accident Rate (ACC/Mv Km) By Road System (1968-1987)

Figure 1.3



* Includes private property prior to 1981

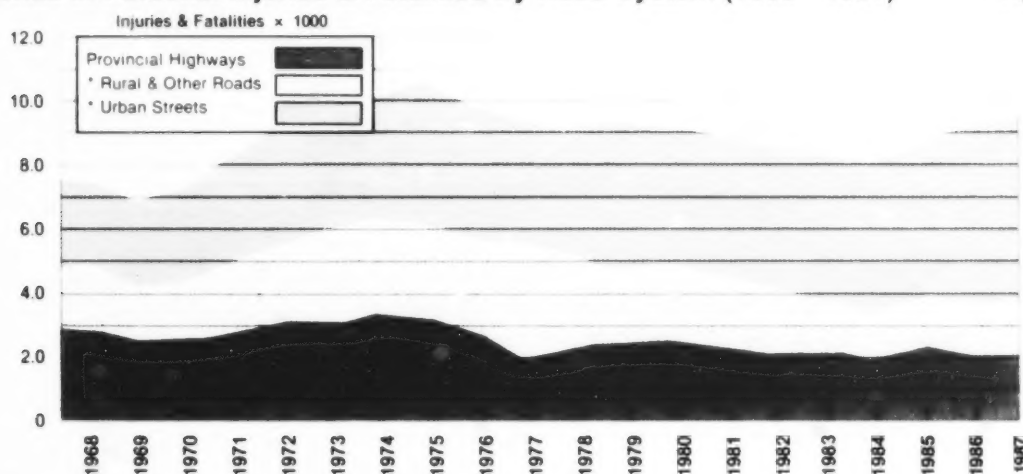
Accident Rate (Acc/Mv Km)

Road System	1985	1986	1987	% Change
Provincial Highways	0.90	0.81	0.83	- 2.5
Rural Roads	2.18	2.13	2.32	+ 8.9
Urban Streets	8.74	8.86	8.64	- 2.5
All Road Systems	3.22	3.17	3.17	0

Beginning in 1981, private property accidents are not being entered in TAIS

Trends in Personal Injuries & Fatalities By Road System (1968 - 1987)

Figure 1.4



* Includes private property prior to 1981

Number of Personal Injuries & Fatalities

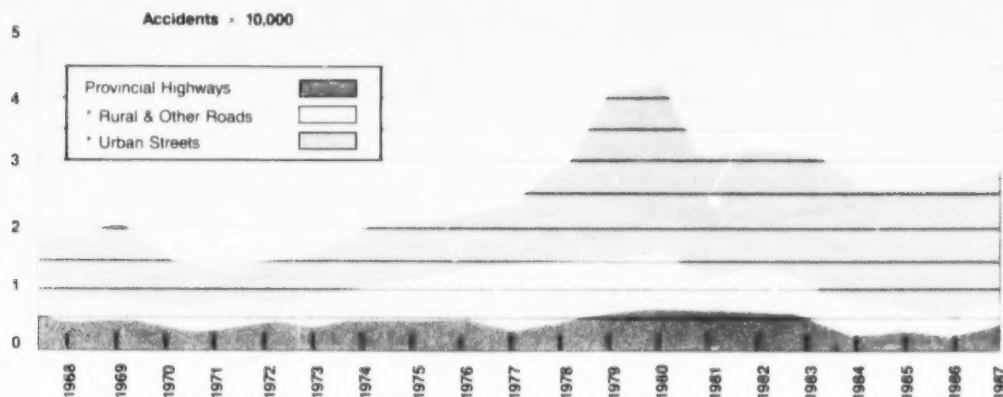
Road System	1985	1986	1987	% Change
Provincial Highways	2,084	2,013	2,007	- 0.3
Rural Roads	1,513	1,469	1,429	- 2.7
Urban Streets	4,866	5,291	5,642	+ 6.6
Other Roads	216	301	293	- 2.7
Total	8,679	9,074	9,371	+ 3.3

Beginning in 1981, private property accidents are not being entered in TAIS

Section 1

Trends in Property Damage Accidents (1968-1987)

Figure 1.5



* Includes private property prior to 1981

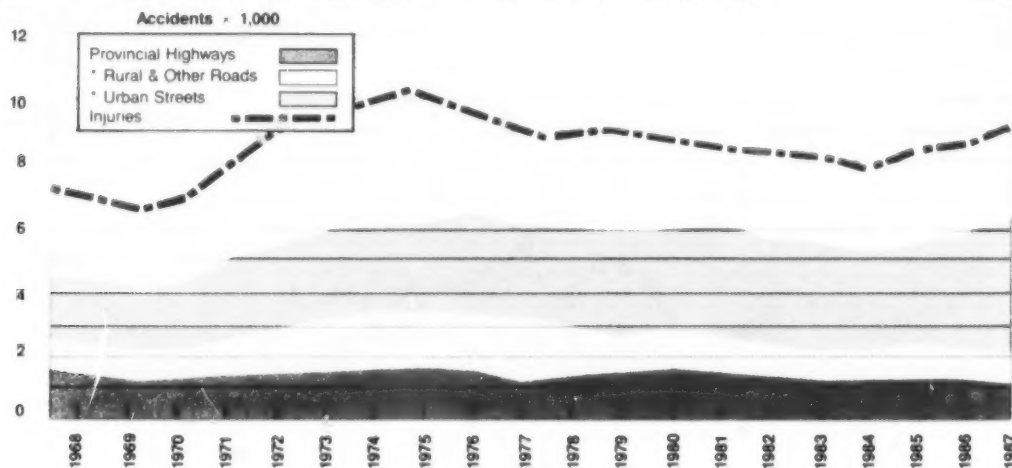
Number of Property Damage Accidents

Road System	1985	1986	1987	% Change
Provincial Highways	3,837	3,726	4,010	- 7.6
Rural Roads	3,063	2,918	3,256	- 11.6
Urban Streets	19,522	20,134	20,207	- 0.4
Other Roads	332	439	411	6.4
Total	26,754	27,212	27,884	+ 2.5

Beginning in 1981, private property accidents are not being entered in TAIS.

Trends in Personal Injury Accidents and Injuries (1968-1987)

Figure 1.6



* Includes private property prior to 1981

Number of Personal Injuries

Road System	1985	1986	1987	% Change
Provincial Highways	1,984	1,883	1,888	- 0.3
Rural Roads	1,465	1,413	1,380	- 2.3
Urban Streets	4,820	5,249	5,590	+ 6.5
Other Roads	196	284	277	- 2.5
Total	8,465	8,829	9,135	+ 3.5

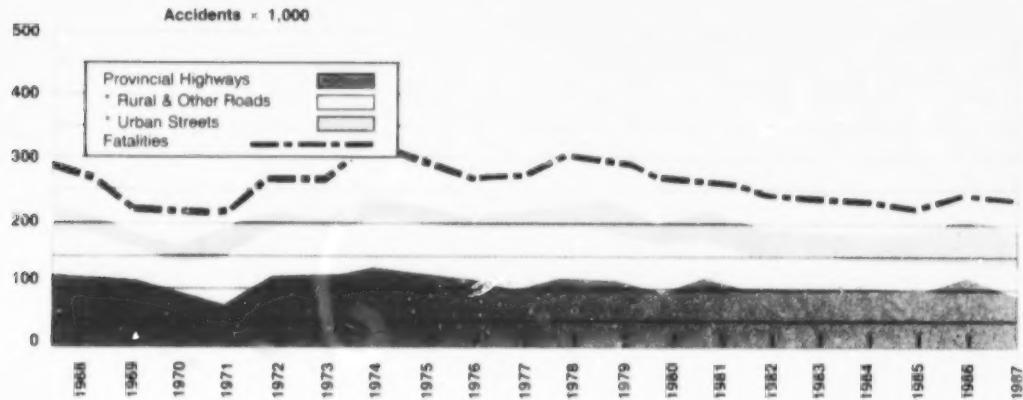
Number of Personal Injury Accidents

Road System	1985	1986	1987	% Change
Provincial Highways	1,142	1,044	1,048	- 0.4
Rural Roads	965	866	882	- 1.8
Urban Streets	3,552	3,888	4,087	+ 5.1
Other Roads	101	152	139	- 8.6
Total	5,760	5,950	6,156	+ 3.5

Beginning in 1981, private property accidents are not being entered in TAIS.

Trends in Fatal Accidents & Fatalities (1968-1987)

Figure 1.7



* Includes private property prior to 1981

Number of Fatalities

Road System	1985	1986	1987	% Change
Provincial Highways	100	130	119	- 8.5
Rural Roads	48	56	49	- 12.5
Urban Streets	46	42	52	+ 23.8
Other Roads	20	17	16	- 5.9
Total	214	245	236	- 3.7

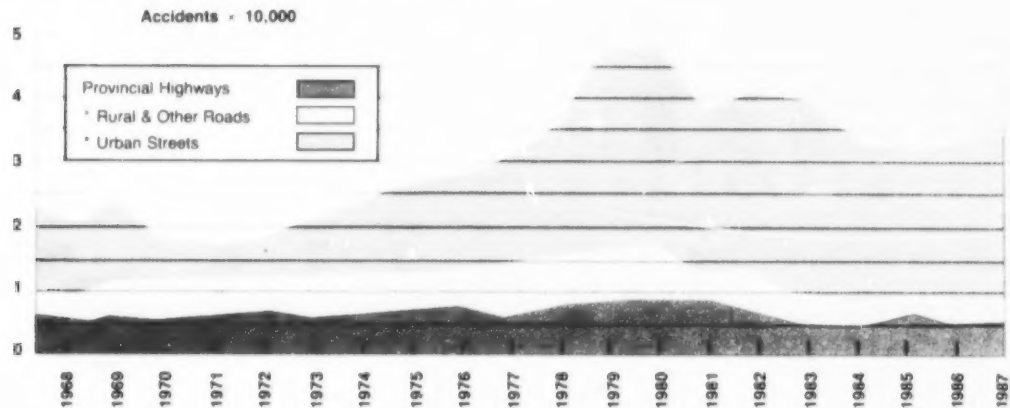
Number of Fatal Accidents

Road System	1985	1986	1987	% Change
Provincial Highways	82	102	92	- 9.8
Rural Roads	43	50	42	- 16.0
Urban Streets	43	41	47	+ 14.6
Other Roads	17	14	12	- 14.3
Total	185	207	193	- 6.8

Beginning in 1981, private property accidents are not being entered in TAIS

Trends in All Reported Accidents (1968-1987)

Figure 1.8



* Includes private property prior to 1981

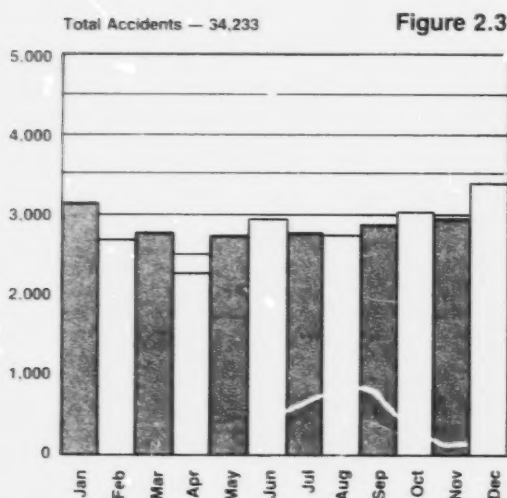
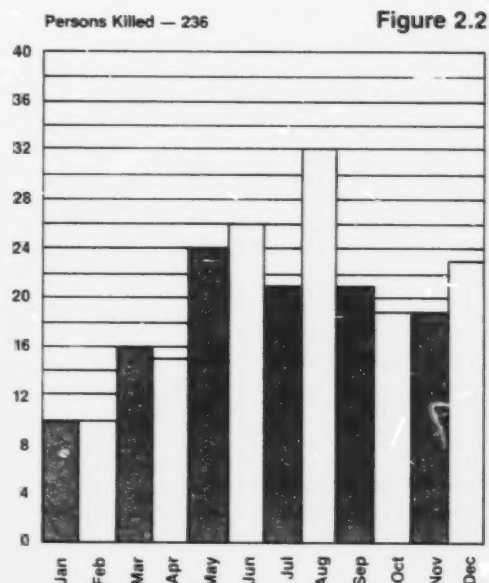
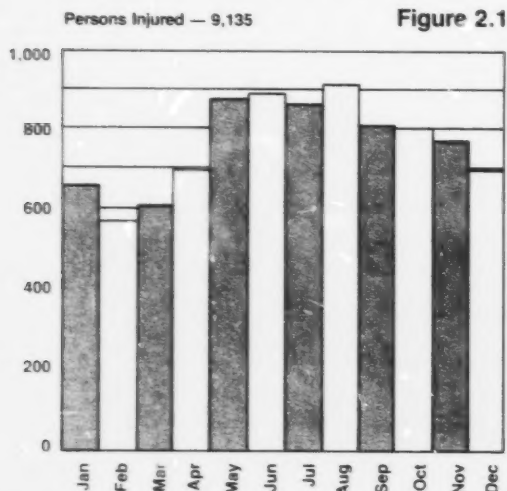
Number of Reported Accidents

Road System	1985	1986	1987	% Change
Provincial Highways	5,061	4,872	5,150	- 5.7
Rural Roads	4,071	3,834	4,180	- 9.0
Urban Streets	23,117	24,063	24,341	- 1.2
Other Roads	450	605	562	- 7.1
Total	32,699	33,374	34,233	+ 2.6

Beginning in 1981, private property accidents are not being entered in TAIS

Section 2

1987 Accidents & Victims By Month Of Occurrence



Accidents During the 1987 Holiday Weekends

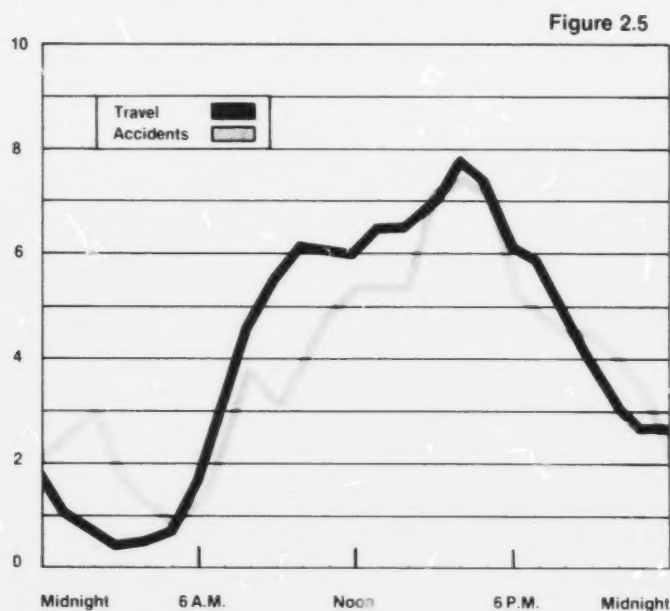
Holiday Weekend	Number of Accidents				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injuries	Killed
Easter, April 17 - 20 (Fri. - Mon.)	196	54	4	254	110	4
Victoria Day, May 15 - 18 (Fri. - Mon.)	257	76	5	348	147	11
Heritage Day, July 31 - Aug. 3 (Fri. - Mon.)	261	82	6	349	151	7
Labour Day, Sept. 4 - 7 (Fri. - Mon.)	306	89	2	377	97	3
Thanksgiving, Oct. 9 - 12 (Fri. - Mon.)	306	66	1	375	98	1
Other Periods						
Canada Day, July 1 - 5 (Wed. - Sun.)	373	85	2	460	135	2
Remembrance Day, Nov. 11 (Wed.)	42	11	2	55	22	2
Safe Driving Week, Nov. 30 - Dec. 6 (Mon. - Sun.)	674	130	4	808	161	8
Christmas Holidays, Dec. 25 - 31 (Thurs. - Wed.)	472	79	3	554	108	3

1987 Accidents By Severity And Month

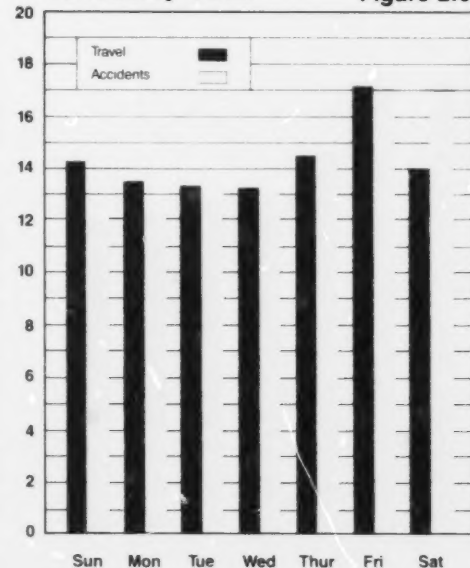
Figure 2.4

Month	Number of Accidents				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	2,672	456	10	3,138	657	10
February	2,275	399	8	2,682	568	10
March	2,347	435	13	2,795	606	16
April	1,817	460	13	2,290	696	15
May	2,105	586	18	2,709	874	24
June	2,278	604	23	2,905	890	26
July	2,186	560	18	2,764	860	21
August	2,146	573	27	2,746	910	32
September	2,260	573	15	2,848	807	21
October	2,484	542	17	3,043	801	19
November	2,422	484	14	2,920	767	19
December	2,892	484	17	3,393	697	23
Total	27,884	6,156	193	34,233	9,135	236

1987 Accidents and Provincial Travel by Time Of Day/Percent Of 24 Hour Total



1987 Accidents And Provincial Travel By Day Of Week/Percent Of Weekly Total



1987 Motor Vehicle Accidents By Time of Day & Day of Week

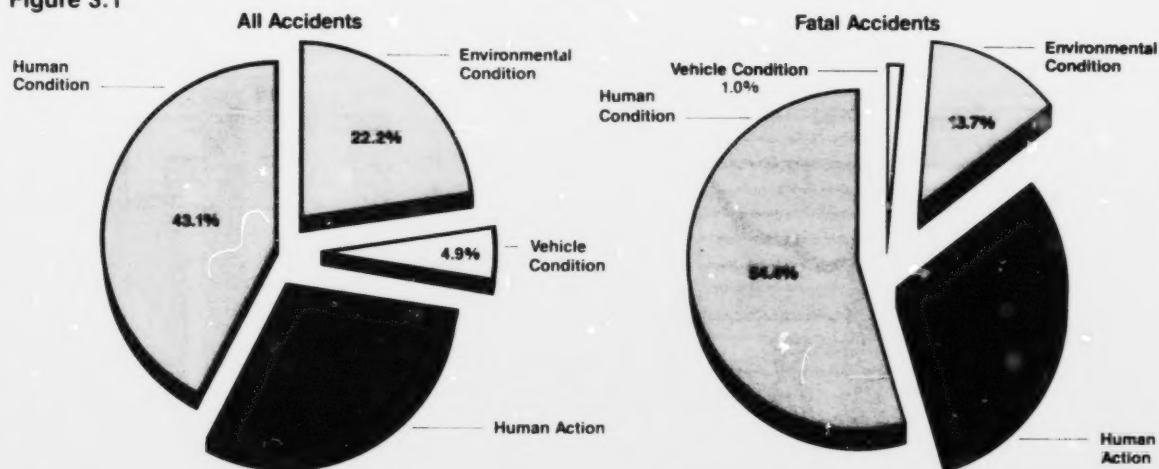
Figure 2.7

Accident Hour	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Not Stated	Total	%
12 to 1 a.m.	169	63	60	76	76	110	249	0	803	2.4
1 to 2 a.m.	249	30	93	75	72	126	294	0	939	2.7
2 to 3 a.m.	325	30	58	86	102	120	333	0	1054	3.1
3 to 4 a.m.	178	24	36	36	55	57	206	0	592	1.7
4 to 5 a.m.	145	27	24	30	44	40	133	1	444	1.3
5 to 6 a.m.	103	24	25	22	23	33	103	1	334	1.0
6 to 7 a.m.	80	57	55	43	63	62	95	0	455	1.3
7 to 8 a.m.	60	177	151	158	181	138	93	4	962	2.8
8 to 9 a.m.	63	230	215	238	251	215	94	1	1,307	3.8
9 to 10 a.m.	74	184	142	181	156	163	155	0	1,055	3.1
10 to 11 a.m.	108	202	191	218	205	211	209	0	1,344	3.9
11 to 12 a.m.	131	239	253	238	272	261	233	0	1,627	4.8
12 to 1 p.m.	181	271	279	301	283	288	263	1	1,867	5.5
1 to 2 p.m.	178	254	271	277	250	304	312	1	1,847	5.4
2 to 3 p.m.	217	253	235	260	306	300	315	2	1,888	5.5
3 to 4 p.m.	227	344	339	373	400	425	347	2	2,457	7.2
4 to 5 p.m.	211	351	407	353	421	492	346	1	2,582	7.5
5 to 6 p.m.	213	337	351	361	419	459	365	5	2,510	7.3
6 to 7 p.m.	196	224	239	219	283	351	302	0	1,814	5.3
7 to 8 p.m.	199	213	201	245	266	324	264	2	1,714	5.0
8 to 9 p.m.	192	184	185	185	199	313	284	4	1,546	4.5
9 to 10 p.m.	207	162	207	187	234	296	268	0	1,561	4.6
10 to 11 p.m.	193	149	155	155	191	285	269	3	1,400	4.1
11 to 12 p.m.	100	116	150	142	180	322	230	1	1,241	3.6
Not stated	115	57	91	77	111	144	165	130	890	2.6
Total	4,114	4,202	4,413	4,536	5,043	5,839	5,927	159	34,233	
Percent	12.0	12.3	12.9	13.3	14.7	17.1	17.3	0.4		100.0

Section 3

Major Contributing Factors in 1987 Accidents

Figure 3.1



1987 Accidents By Severity Where Human Condition Was A Major Contributing Factor

Figure 3.2

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Driver Inattention	11,262	2,710	54	14,026	27.2
Driver Distraction	947	309	13	1,269	2.4
Had Been Drinking	1,402	710	28	2,140	4.2
Driving While Impaired	665	326	77	1,068	2.1
Extreme Fatigue	94	49	3	146	0.3
Fell Asleep	234	156	7	397	0.8
Driver Inexperience/Confusion	2,154	731	23	2,908	5.6
Lost Consciousness	29	30	2	61	0.1
Physical Disability	58	20	1	79	0.2
Prescription Medication	28	9	1	38	0.1
Drugs (Illegal)	10	9	0	19	0.0
Illness	16	14	2	32	0.1
Total	16,899	5,073	211	22,183	43.1

1987 Accidents By Severity Where Human Action Was A Major Contributing Factor

Figure 3.3

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fail to Yield	3,676	988	23	4,687	9.1
Traffic Control Device Disregarded	1,182	481	9	1,672	3.3
Following too Closely	1,282	392	2	1,676	3.3
Driving too Fast For Conditions	2,337	632	26	2,995	5.8
Exceeding Speed Limit	408	235	26	669	1.3
Turning Improperly	1,014	183	1	1,198	2.3
Passing or Improper Lane Usage	1,075	198	11	1,284	2.5
Backing Unsafely	854	30	2	886	1.7
Pedestrian Error/Confusion	46	166	20	232	0.5
Total	11,874	3,305	120	15,299	29.8

1987 Accidents By Severity Where Vehicle Condition Was A Major Contributing Factor

Figure 3.4

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Brakes	306	73	0	379	0.7
Lights	100	31	0	131	0.2
Vision Obstruction/Obscured	625	124	3	752	1.5
Steering	83	26	0	109	0.2
Suspension/Wheel Failure	91	31	0	122	0.2
Tires	239	66	1	306	0.6
Tow Hitch/Connection	124	6	0	130	0.3
Engine/Power Train	357	36	0	393	0.8
Hood/Door Opening	29	5	0	34	0.1
Vehicle Color/Dirty	8	2	0	10	0.0
Jack-knife/Trailer Swing	128	17	0	145	0.3
Modifications	18	2	0	20	0.0
Total	2,108	419	4	2,531	4.9

1987 Accidents By Severity Where Environmental Condition Was A Major Contributing Factor

Figure 3.5

Environmental Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Animal Action (Deer)	2,841	79	1	2,921	5.7
Animal Action (Other Wild)	152	35	1	188	0.3
Animal Action (Domestic)	309	43	0	352	0.7
Surface Slippery	3,447	693	13	4,153	8.1
Loose Gravel	710	359	11	1,080	2.1
Snow Drift	155	38	0	193	0.4
Obstruction/Debris	262	49	1	312	0.6
View Obstructed/Limited	776	213	13	1,002	1.9
Glare	314	112	6	432	0.8
Construction Zone	72	21	1	94	0.2
Defective Driving Surface	303	100	3	406	0.8
Shoulders Defective	85	22	1	108	0.2
Lane Markings Inadequate	21	5	0	26	0.1
Traffic Control Device Not Working	29	8	0	37	0.1
Crosswind	81	41	2	124	0.2
Total	9,557	1,818	53	11,428	22.2

Traffic accidents seldom have a single clear cause. Most often a chain of contributing factors sequentially interact resulting in an incident. If a person is killed, injured or property is damaged, the incident is called a traffic accident.

TAIS recognizes that an accident is usually the result of a chain of events. The accident data system accepts up to four contributing factors for each vehicle involved in an accident. These factors are listed in order of importance. It is not uncommon to have eight factors that contributed to a vehicle accident. During the analysis of accidents, knowledge of these factors is important, because by removing any one of them, the accident could have been prevented.

An example: because of inattention, a driver may fail to see a stop sign behind some trees and suddenly has to stop. The car's brakes are in poor condition causing the car to spin out of control on ice, striking another vehicle that was speeding through the intersection. If any factor was not present, the accident may not have occurred.

This section summarizes all contributing factors that were reported 51,441 factors contributed to 34,233 accidents. It should be kept in mind that the figures shown represent the number of accidents in which the factor was present, not the total number of occurrences of that contributing factor.

Section 4

1987 Accidents By Road Surface Type & Severity

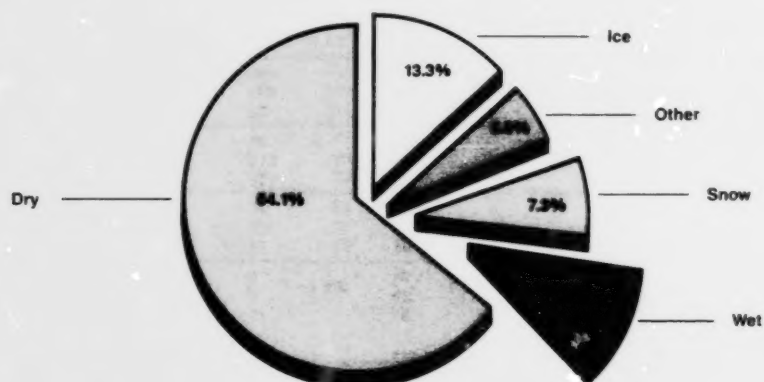
Figure 4.1

Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt/Oil	22,187	4,765	122	27,074	79.1
Gravel	4,124	1,042	59	5,225	15.3
Dirt/Earth	637	176	9	822	2.4
Concrete	646	137	2	785	2.3
Not Stated	290	36	1	327	0.9
Total	27,884	6,156	193	34,233	100.0

1987 Accidents By Road Surface Condition & Severity

Figure 4.2

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	17,621	5,175	155	21,951	64.1
Snow	2,193	303	7	2,503	7.3
Ice	3,921	629	11	4,561	13.3
Wet	2,834	699	8	3,541	10.3
Muddy	196	49	1	246	0.7
Loose Gravel/Sand	502	197	9	708	2.1
Slush	185	51	1	237	0.7
Fresh Oil	5	6	0	11	0.1
Not Stated	427	47	1	475	1.4
Total	27,884	6,156	193	34,233	100.0



Environmental conditions at the time of a traffic accident can be important factors to consider when developing accident countermeasure programs. For example, road surface conditions at the time of the accident should be examined to evaluate snow and ice control measures. Accidents occurring during darkness can lead to improved street lighting, vehicle headlight systems or reflectorized traffic control devices.

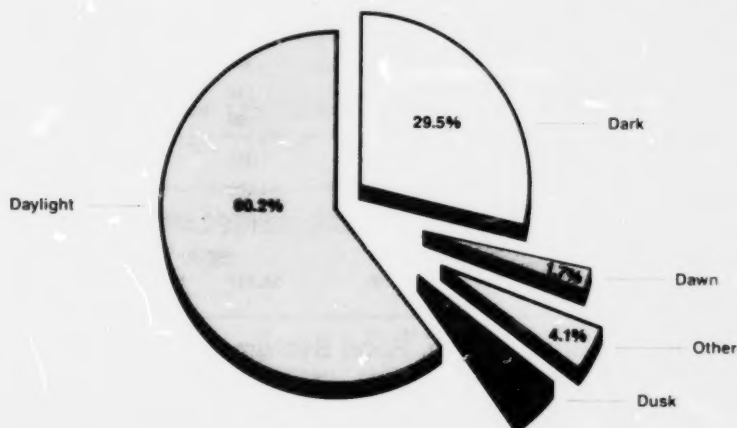
One must be careful not to arrive at the wrong conclusions when interpreting traffic accident data. It would be incorrect to suggest that dry roads are four and one half times more dangerous than icy roads. More information about exposure to road conditions would be required. While 20% of all the accidents occurred on snow or ice, such surface conditions occur relatively infrequently.

Studies show that the accident rate is higher during hours of darkness. Besides reduced visibility, there is an increased incidence of drivers and pedestrians under the influence of drugs or alcohol.

1987 Accidents By light Condition & Severity

Figure 4.3

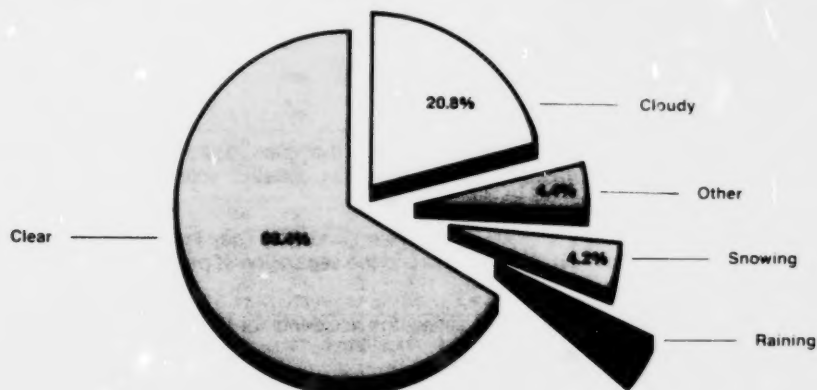
Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Daylight	16,566	3,958	96	20,620	60.2
Dark	8,410	1,624	76	10,110	29.5
Dusk	1,250	270	13	1,533	4.5
Dawn	472	112	3	587	1.7
Artificial Light	696	170	4	870	2.6
Not Stated	490	22	1	513	1.5
Total	27,884	6,156	193	34,233	100.0



1987 Accidents By Weather Condition & Severity

Figure 4.4

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear	18,479	4,101	136	22,716	66.4
Cloudy	5,741	1,333	44	7,118	20.8
Raining	1,140	305	3	1,448	4.2
Snowing	1,249	197	4	1,450	4.2
Sleet/Freezing Rain/Hail	160	40	1	201	0.6
Fog/Smoke/Smog	282	53	2	337	1.0
Drifting Snow/Dust	145	39	1	185	0.5
Strong Wind	90	28	2	120	0.4
Not Stated	598	58	0	658	1.9
Total	27,884	6,158	193	34,233	100.0



Section 4

1987 Accidents by Accident Configuration, Road System & Severity

Figure 4.5

Accident Configuration	Provincial Highways		Rural Roads		Urban Streets		Other		PD		Severity		F	Total	%
											PI				
Single Vehicle		3,525	3,155		3,035	323	7,856	2,078					104	10,038	29.3
On The Road		2,127	1,361		2,659	117	5,367	853					44	6,264	18.3
Left Ditch		606	810		168	93	1,037	604					36	1,677	4.9
Right Ditch		792	984		208	113	1,452	621					24	2,097	6.1
Multiple Vehicle		1,625	1,025		21,306	239	20,028	4,078					89	24,195	70.7
Rear End		376	89		5,556	30	4,741	1,301					9	6,051	17.7
Right Angle		222	136		6,284	24	5,347	1,290					29	6,666	19.5
Sideswipe — Same Direction		78	14		1,188	9	1,207	82					0	1,289	3.8
Sideswipe — Opposing Direction		102	81		338	17	452	77					9	538	1.6
Head On		59	50		274	15	283	99					16	398	1.1
Left Turn — Head On		55	14		2,090	5	1,718	438					8	2,164	6.3
Passing — Left Turn		143	24		1,051	6	1,116	106					2	1,224	3.6
Passing — Right Turn		42	11		1,044	2	1,028	71					0	1,099	3.2
Other		548	606		3,481	131	4,136	614					16	4,766	13.9
Total		5,150	4,180		24,341	566	27,884	6,156					193	34,233	100.0

1987 Accidents By Pedestrian Action, Road System and Severity

Figure 4.6

Pedestrian Action	Provincial Highways		Rural Roads		Urban Streets		Other		Total	%
	Inj.	Fat.	Inj.	Fat.	Inj.	Fat.	Inj.	Fat.		
Crossing Marked Crosswalk	0	0	0	0	52	2	0	0	54	11.1
Crossing Mid Block or Roadway	0	1	0	0	56	1	0	0	58	12.0
Crossing Against Signal	0	0	0	0	28	0	0	0	28	5.8
Crossing No Signal or Crosswalk	0	1	0	0	36	2	0	0	39	8.1
Crossing With Signal	0	0	0	0	47	0	0	0	47	9.7
Emerging Front/Behind Parked Vehicle	0	1	0	0	32	1	0	0	34	7.0
Hitch Hiking	0	2	0	0	0	0	1	0	3	0.6
Lying on Roadway	0	1	0	0	1	1	0	0	3	0.6
Not Stated	0	2	2	0	44	0	4	0	52	10.7
On/Off School Bus	0	0	0	0	0	0	0	0	0	0
On/Off Veh. Other Than School Bus	0	0	0	0	8	1	1	0	10	2.1
On Sidewalk/Shoulder/Boulevard	0	1	0	0	12	0	0	0	13	2.7
Playing on Roadway	0	0	0	0	6	0	0	0	6	1.2
Running into Roadway	1	1	0	0	88	3	1	1	95	19.6
Walking Against Traffic	0	0	0	0	2	0	0	0	2	0.4
Walking On Roadway	2	5	2	0	13	1	0	1	24	5.0
Walking With Traffic	0	2	1	0	4	1	0	0	8	1.6
Working On Roadway	1	0	0	0	3	0	0	0	4	0.8
Working On/Pushing Vehicle	0	0	0	0	5	0	0	0	5	1.0
Total	4	17	5	0	437	13	7	2	485	
Percent	0.8	3.5	1.0	0	90.1	2.7	1.5	0.4		100.0

Vehicle collisions with pedestrians is an accident category that often receives concern and more indepth study at local levels. 93% of the pedestrian accidents occur in urban areas, usually involving the young and elderly. Knowing where and how the accidents occur is equally important.

A variety of measures can be used to reduce pedestrian accidents. They include the use of traffic control devices or regulations, improving pedestrian visibility at night and the separation of pedestrian and vehicles, school safety patrols and pedestrian safety education.

TAIS can make available detailed analysis of pedestrian accidents for the design and monitoring of programs to improve pedestrian safety.

Number of Occurrences Where Human Condition Was A Major Contributing Factor By Driver Age

Figure 5.1

Human Condition	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not Stated	Total	%
Driver Inattention	149	846	817	813	713	646	2,658	2,915	1,525	988	1,039	1,242	1,115	15,466	64.9
Driver Distraction	13	87	79	75	69	69	214	302	140	71	83	83	38	1,323	5.5
Had Been Drinking	12	108	146	153	171	153	514	465	187	88	57	27	111	2,192	9.2
Driving While Impaired	5	19	42	66	61	56	218	284	137	74	48	24	46	1,080	4.5
Extreme Fatigue	0	8	10	3	5	10	44	38	17	5	4	2	2	148	0.6
Fell Asleep	2	19	23	27	35	36	94	86	34	18	10	10	3	397	1.7
Driver Inexperience/Confusion	159	690	383	228	158	121	349	306	146	96	115	200	51	3,002	12.6
Lost Consciousness	3	1	2	1	2	1	8	12	9	8	8	6	0	61	0.3
Physical Disability	1	2	1	1	0	3	6	1	6	4	15	35	4	79	0.3
Prescription Medication	0	2	0	2	2	1	2	8	7	5	3	5	2	39	0.2
Drugs (Illegal)	1	0	1	2	0	2	5	5	0	1	0	0	2	19	0.1
Illness	0	0	0	0	0	2	3	7	5	3	4	7	1	32	0.1
Total	345	1,782	1,504	1,371	1,216	1,100	4,115	4,429	2,213	1,361	1,386	1,641	1,375	23,838	
Percent	1.5	7.5	6.3	5.8	5.1	4.6	17.3	18.6	9.3	5.7	5.7	6.9	5.8	100.0	

Number of Occurrences Where Human Action Was A Major Contributing Factor By Driver Age

Figure 5.2

Human Action	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not Stated	Total	%
Fail to Yield	46	212	192	215	151	180	721	860	530	411	396	577	227	4,718	30.3
Traffic Control Device Disregard	17	76	72	88	77	67	269	313	177	119	145	187	87	1,694	10.9
Following too Close	4	137	108	105	96	95	352	379	145	97	54	60	106	1,738	11.2
Driving too Fast For Conditions	42	301	269	267	201	181	635	575	214	112	69	50	141	3,057	19.7
Exceeding Speed Limit	5	80	71	64	62	66	145	105	33	9	8	6	22	676	4.3
Turning Improperly	14	70	55	75	50	34	191	225	119	82	112	125	58	1,210	7.8
Passing or Improper Lane	19	75	53	62	68	64	194	250	130	87	81	116	128	1,327	8.5
Backing Unsafely	6	61	43	35	31	25	121	155	104	70	64	117	61	893	5.7
Pedestrian Error/Confusion	19	7	9	5	2	4	17	23	13	8	7	8	133	255	1.6
Total	172	1,019	872	916	738	716	2,645	2,885	1,465	995	936	1,246	963	15,568	
Percent	1.1	6.6	5.6	5.9	4.7	4.6	17.0	18.5	9.4	6.4	6.0	8.0	6.2	100.0	

Number of Drivers By Pre-Collision Action And Driver's Age

Figure 5.3

Pre-Collision Action	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not Stated	Total	%
Backing	12	106	79	70	55	48	251	341	224	150	152	188	268	1,944	3.6
Changing Lanes	7	62	52	67	61	47	193	197	121	85	86	92	146	1,216	2.3
Enter Park. Pos.	3	7	8	8	11	5	19	48	20	13	11	22	15	190	0.4
Going Straight	286	1,558	1,507	1,547	1,438	1,360	5,961	7,610	3,983	2,412	1,933	1,646	1,443	32,684	60.6
Merging	0	3	2	5	3	6	16	33	8	9	8	6	17	116	0.2
Overtaking	6	29	21	12	22	23	68	89	59	30	33	29	26	447	0.8
Slowing	6	89	103	100	100	98	403	476	282	164	138	102	160	2,221	4.1
Start. Park. Pos.	6	26	16	25	18	17	64	79	63	37	53	74	39	517	1.0
Starting Traffic	5	18	12	15	22	25	71	116	74	46	48	49	35	536	1.0
Stopping in Traffic	8	101	143	139	108	128	641	981	637	400	248	131	202	3,867	7.2
Turn Left	28	290	253	289	215	216	876	1,126	637	427	459	537	249	5,602	10.4
Turn Right	17	121	131	131	95	97	437	561	342	184	143	161	179	2,599	4.8
U-Turn	3	27	22	18	11	8	41	43	22	13	21	13	15	257	0.5
Not Stated	17	24	21	29	28	18	93	130	52	30	20	25	1,301	1,788	3.3
Total	404	2,461	2,370	2,455	2,187	2,096	9,134	11,830	6,524	4,000	3,353	3,075	4,095	53,984	
Percent	0.7	4.6	4.4	4.5	4.1	3.9	16.9	21.9	12.1	7.4	6.2	5.7	7.6	100.0	

Section 6

Number of Charges Laid Or Contemplated By Road System

Figure 6.1

Charge	Provincial Highways	Rural Roads	Urban Streets	Other	Total	%
Unregistered Vehicle	32	43	212	21	308	2.2
Disobey Stop Sign	86	7	865	1	959	6.7
Fail to Signal	8	3	20	1	32	0.2
Speed Too Fast for Road Conditions	115	282	587	29	1,013	7.1
Driving Without Due Care & Attention	420	322	1,265	28	2,035	14.2
Following too Close	50	13	705	0	768	5.4
Failure to Drive Right of Centre	12	16	57	2	87	0.6
Improper Lane Change	19	4	375	0	398	2.8
Improper Turn	15	5	341	2	363	2.5
Failure to Yield Right-of-Way	87	75	2,173	3	2,338	16.3
Failure to Yield to Pedestrian	0	1	48	0	49	0.2
Disobey Traffic Signal	2	1	486	0	489	3.4
Inadequate Brakes	1	1	37	1	40	0.3
Unsafe Backing	11	12	462	5	490	3.4
No Drivers Licence	67	102	549	52	770	5.4
Not Using Seat Belt	32	60	42	0	134	0.9
Dangerous Driving	17	7	100	5	129	0.9
Driving While Disqualified	29	35	136	17	217	1.5
Criminal Negligence	2	2	6	2	12	0.1
Failure to Remain at Scene	26	33	869	7	935	6.5
Impaired Driving	128	92	826	37	1,083	7.6
Refuse Breath Test	9	10	74	1	94	0.7
24 Hour Suspension	10	10	69	0	89	0.7
Other	196	231	1,004	42	1,473	10.3
Total	1,375	1,367	11,317	256	14,315	
Percent	9.6	9.5	79.1	1.8		100.0

Number of Charges Laid Or Contemplated By Driver Age

Figure 6.2

Charge	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not Stated	Total	%
Unregistered Vehicle	7	9	17	21	19	14	87	75	29	14	7	8	1	308	2.2
Disobeying Stop Sign	5	46	44	53	28	40	148	155	102	81	101	153	3	959	6.7
Fail to Signal	0	1	2	3	0	2	7	4	6	2	3	2	0	32	0.2
Speed too Fast	10	150	122	97	76	68	207	171	45	30	18	14	5	1,013	7.1
Driving w/o Due Care & Attention	22	222	194	181	153	126	421	353	132	58	62	93	18	2,035	14.2
Following too Close	2	71	66	60	46	50	161	155	58	45	22	30	2	768	5.4
Fail to Drive Right of Centre	0	6	9	5	8	2	13	13	6	8	6	10	1	87	0.6
Improper Lane Change	0	28	17	19	23	17	54	74	41	39	36	47	3	398	2.8
Improper Turn	1	21	12	22	18	13	60	70	45	28	37	36	0	363	2.5
Failure to Yield	6	112	102	102	85	102	362	431	276	206	237	306	11	2,338	16.3
Fail to Yield to Pedestrian	0	2	5	5	2	3	5	11	3	4	2	6	1	49	0.2
Disobey Traffic Signal	1	19	21	28	29	19	90	100	50	26	49	55	2	489	3.4
Inadequate Brakes	0	5	2	3	1	2	15	7	3	2	0	0	0	40	0.3
Unsafe Backing	3	37	31	25	21	18	67	77	56	37	43	70	5	490	3.4
No Driver's Licence	80	38	38	52	57	52	207	153	44	20	12	12	5	770	5.4
Not Using Seat Belt	4	23	17	14	9	10	22	18	9	3	3	2	0	134	0.9
Dangerous Driving	1	7	11	9	10	16	36	24	10	1	1	1	2	129	0.9
Driving While Disqualified	0	2	3	11	12	8	52	65	39	15	6	3	1	217	1.5
Criminal Negligence	0	1	0	0	1	0	3	2	3	1	0	0	1	12	0.1
Failure to Remain at Scene	4	31	41	64	48	51	194	168	73	29	23	13	196	935	6.5
Impaired Driving	4	20	38	66	56	50	240	313	138	72	52	24	10	1,083	7.6
Refuse Breath Test	0	0	2	4	1	1	17	29	25	7	5	1	2	94	0.7
24 Hour Suspension	0	5	7	6	10	5	21	15	10	4	4	2	0	89	0.7
Other	31	107	125	102	92	66	261	259	133	82	68	91	64	1,483	10.3
Total	181	965	926	952	805	735	2,750	2,742	1,336	814	797	979	333	14,315	
Percent	1.3	6.8	6.5	6.6	5.6	5.1	19.2	19.2	9.3	5.7	5.6	6.8	2.3		100.0

Number of Licensed Drivers in Accidents and Charges by Driver Age

Figure 6.3

	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not Stated	Total
Licensed Drivers	6,210	12,660	13,113	13,500	13,263	13,080	78,666	161,662	112,780	79,558	73,623	73,494	0	651,609
Number in Accidents	404	2,461	2,370	2,455	2,187	2,096	9,134	11,830	6,524	4,000	3,353	3,075	4,095	53,984
Number of Charges	181	965	926	952	805	735	2,750	2,742	1,336	814	797	979	333	14,315

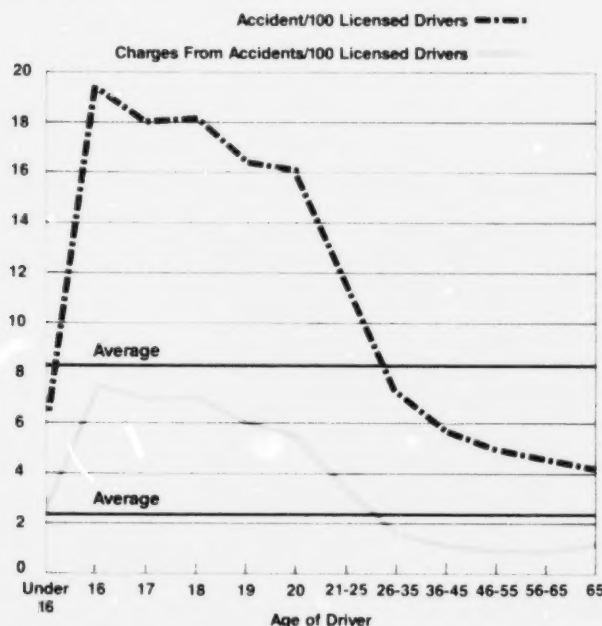
* Would include such accidents as hit and run where the driver is not apprehended

Please Note:

Ages over 20 are in 5 and 10 year groupings. To compare with figures under 21 years of age, it is necessary to divide the grouping by a factor of 5 or 10. This is done to conserve space, however actual figures can be obtained from TAIS.

Number of Accidents and Charges by Licensed Drivers and Charges by Driver Age

Figure 6.4



The age of drivers involved in traffic accidents can form the basis of various analysis and countermeasure programs. The reason for this interest is the apparent over-involvement of 16-20 year olds in traffic accidents. For example, compare 18 year old and 36 year old drivers.

Figure 6.4 shows that 18.2% 18 year old drivers were involved in an accident in 1987. On average 5.8% of 36 year old drivers were involved in an accident. This would suggest that 18 year old drivers were 3.1 times more likely to be involved in an accident.

Young drivers also had a disproportionately large number of charges laid after the accident occurred. Figure 6.3 shows that 18 year olds received 952 charges, whereas 36 year old drivers received only 133 charges. This shows, that 18 year olds had 7 times more charges after an accident as compared to a 36 year old.

Figure 6.2 shows the type of charges laid. In the example chosen, 18 year olds are charged most with "driving without due care and attention" while the most common charge for the 36 year old driver is "failure to yield the right-of-way".

Other factors such as exposure, risk, experience, alcohol, and vehicle types must be known to fully understand the relationship of drivers age and accident involvement. Studies indicate that the risk of having an accident is a factor of driving experience and not age.

Section 7

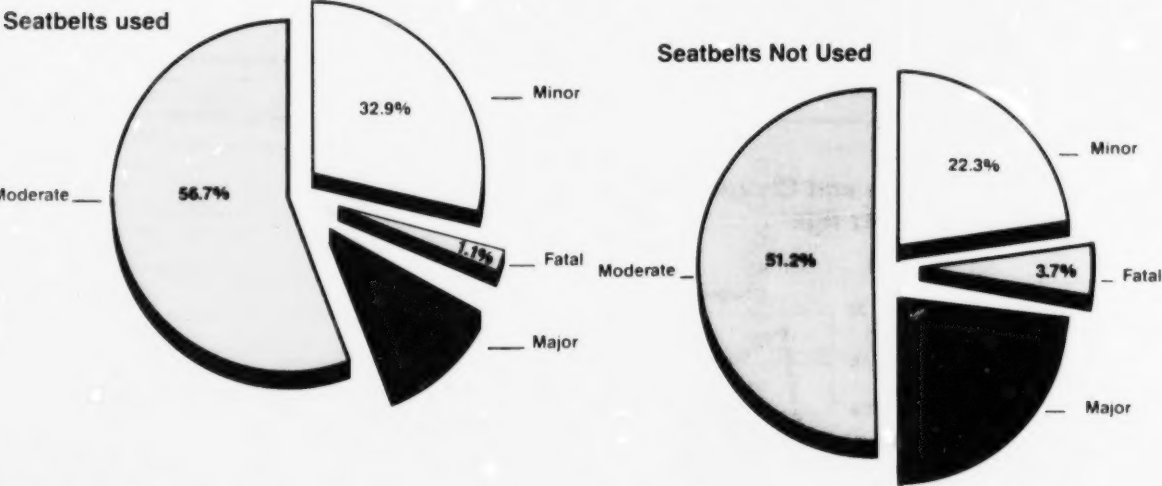
Vehicle Occupant Injuries by Restraint Use and Severity

Figure 7.1

	Minor	Moderate	Major	Fatal
Seatbelts used	1,517	2,611	428	52
Seatbelts Not Used	582	1,334	594	96
Seatbelt Use Not Stated	238	373	132	18

Percent of Vehicle Occupant Injuries by Severity and Seatbelt Use

Figure 7.2

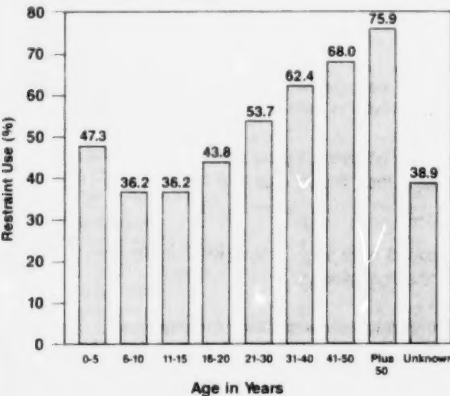


Injury Classification:

- Minor** — No treatment. Minor abrasions and bruises. Complaint of pain but no medical attention required.
- Moderate** — Treated and released. Injuries or complaint of pain that required medical treatment but not admitted to hospital.
- Major** — Hospitalized. Victim went to the hospital and was admitted for treatment or observation.
- Fatal** — Death within 30 days caused by injuries sustained in the accident.

Figure 7.3

Restraint Use By Age



NOTE: TAIS only records victims (injured or killed) in traffic accidents. For this reason it is not known how many persons were not injured or killed because they were restrained by seat belts.

Number of Vehicles in Accidents By Vehicle type and Road System

Figure 8.1

Vehicle Type	Provincial Highways	Rural Roads	Urban Streets	Other	Total	%
Auto	3 455	2 187	32 685	313	38 640	65.8
Trucks 5000 kg & Under	1 811	1 982	8 863	270	12 926	22.0
Vans 5000 kg & Under	380	145	2 009	40	2 574	4.4
Trucks over 5000 kg	194	146	498	8	846	1.4
Semi-trailer power units	358	61	407	25	851	1.5
Motorcycle	52	35	342	12	441	0.8
Moped/Power Bicycle	0	1	8	0	9	0.0
Bicycle	4	4	319	3	330	0.5
Transit Bus	3	0	116	0	119	0.2
Inter-City Bus	0	0	16	0	16	0.0
School Bus	14	12	66	5	97	0.2
Other Bus	2	1	24	0	27	0.1
Ambulance/Police/Fire	15	0	29	1	45	0.1
Motorhome	18	2	38	0	58	0.1
* Snowmobile	2	15	17	13	47	0.1
Construction/Maintenance Equipment	38	20	56	7	121	0.2
Farm Equipment	19	32	16	0	67	0.1
* Off-Highway Vehicles	3	5	6	1	15	0.0
Not Stated	40	18	1 409	29	1 496	2.5
Total	6,408	4,666	46,924	727	58,725	
Percent	10.9	8.0	79.9	1.2		100.0

Number of Vehicles in Accidents By Vehicle Type and Severity

Figure 8.2

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Auto	31 607	6 901	132	38 640	65.8
Trucks 5000 kg & Under	10 769	2 066	91	12 926	22.0
Vans 5000 kg & Under	2 125	438	11	2 574	4.4
Trucks over 5000 kg	708	132	6	846	1.4
Semi-trailer power units	691	142	18	851	1.5
Motorcycle	136	293	12	441	0.8
Moped/Power Bicycle	5	4	0	9	0.0
Bicycle	31	293	6	330	0.5
Transit Bus	97	22	0	119	0.2
Inter-City Bus	15	1	0	16	0.0
School Bus	81	16	0	97	0.2
Other Bus	25	2	0	27	0.1
Ambulance/Police/Fire	35	10	0	45	0.1
Motorhome	50	8	0	58	0.1
* Snowmobile	14	30	3	47	0.1
Construction/Maintenance Equipment	102	17	2	121	0.2
Farm Equipment	50	14	3	67	0.1
* Off-Highway Vehicles	4	9	2	15	0.0
Not Stated	1 437	58	1	1 496	2.5
Total	47,982	10,456	287	58,725	
Percent	81.7	17.8	0.5		100.0

* TAIS only records accidents occurring on public roads. Therefore many of the accidents involving snowmobiles and off highway vehicles would not be included in this number.

The standard passenger car and pick up truck is involved in 90% of all the accidents. Other special categories, such as all-terrain vehicles, large trucks and school buses are of special interest to various groups and users.

Section 8

Number of Vehicles in Accidents By Vehicle Year and Vehicle Type

Figure 8.3

Year	Passenger Automobiles	Pickups Vans	Trucks Semi	Motorcycles Power Bikes	Buses	Other	Not Stated	Total	%
1993	95	55	15	0	0	2	0	167	0.3
1987	1,667	795	88	14	3	23	10	2,600	4.5
1986	3,610	1,473	142	33	21	43	20	4,742	8.1
1985	2,483	1,148	118	50	11	29	14	3,853	6.6
1984	2,521	1,294	115	52	19	22	15	4,038	6.9
1983	1,864	886	37	51	15	21	5	2,879	4.9
1982	2,418	925	61	56	15	19	8	3,502	6.0
1981	2,831	1,197	133	39	13	21	11	4,245	7.2
1980	2,902	1,175	120	31	13	18	14	4,273	7.3
1979	2,589	1,135	148	30	12	14	11	3,939	6.7
1978	2,602	888	91	19	14	12	9	3,635	6.2
1977	2,537	826	82	15	12	7	9	3,488	5.9
1976	2,136	699	81	11	15	15	8	2,965	5.0
1975	1,613	524	73	7	9	10	15	2,251	3.8
1974	1,435	435	67	4	4	6	10	1,961	3.3
1973	943	241	40	7	3	3	3	1,240	2.1
1972	714	244	22	2	0	3	5	990	1.7
1971 or less	2,151	735	113	5	28	29	9	3,070	5.2
Not Stated	2,129	825	151	24	52	386	1320	4,887	8.3
Total	38,640	15,500	1,697	450	259	683	1,496	58,725	
Percent	65.8	26.4	2.9	0.8	0.4	1.2	2.5		100.0

Number of Drivers By Accident Configuration & Driver Age

Figure 8.4

Accident Configuration	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not Stated	Total	%
Single Vehicle															
On The Road	36	253	307	317	272	267	1,142	1,513	821	469	386	238	229	6,250	11.5
Left Ditch	32	171	123	122	89	87	301	348	184	87	62	50	20	1,676	3.1
Right Ditch	38	179	143	146	116	105	399	458	210	125	87	65	21	2,092	3.9
Mutiple Vehicle															
Rear End	22	534	552	544	486	476	2,118	2,705	1,467	986	617	474	1,122	12,013	22.3
Right Angle	129	486	540	523	475	464	2,221	2,992	1,652	1,104	1,007	1,072	504	13,169	24.4
Sideswipe/Same dir.	16	85	56	79	63	61	270	358	194	111	110	94	362	1,859	3.4
Sideswipe/Opp dir.	7	51	38	37	39	33	179	190	105	73	69	45	79	945	1.8
Head On	5	28	28	41	29	36	125	149	87	49	35	34	62	708	1.3
Left Turn/Head On	27	171	159	195	205	200	753	1,033	572	312	306	332	154	4,419	8.2
Pass./L. Turn	12	105	94	98	101	93	389	492	286	187	201	213	153	2,424	4.5
Pass./R. Turn	13	85	66	99	93	92	346	446	240	159	137	121	169	2,066	3.8
Other	67	313	264	254	219	182	891	1,146	706	428	336	337	1,220	6,363	11.8
Total	404	2,461	2,370	2,455	2,187	2,096	9,134	11,830	6,524	4,000	3,353	3,075	4,095	53,984	
Percent	0.7	4.6	4.4	4.5	4.1	3.9	16.9	21.9	12.1	7.4	6.2	5.7	7.6		100.0

Accident analysis by driver age makes it possible to design specific safety programs for special age groups. Increasingly, drivers aged 16 to 20 are being identified as a problem area. 11,569 drivers from this group were involved in accidents in 1987.

Number of Victims By Hour Of Occurrence And Age Of Victim

Figure 9.1

Accident Hour	00-05	06-10	11-15	16-20	21-30	31-40	41-50	Over 50	Not Stated	Total	%
12 to 1 a.m.	1	2	12	87	66	29	8	10	10	225	2.4
1 to 2 a.m.	2	3	20	111	97	31	12	8	11	295	3.1
2 to 3 a.m.	1	1	9	156	158	40	12	10	18	405	4.3
3 to 4 a.m.	0	0	7	79	66	17	3	3	5	180	1.9
4 to 5 a.m.	0	1	8	51	60	8	2	4	2	136	1.5
5 to 6 a.m.	2	0	0	61	50	15	2	5	8	143	1.5
6 to 7 a.m.	1	2	3	36	48	23	10	6	1	130	1.4
7 to 8 a.m.	4	3	11	54	101	47	24	36	13	293	3.1
8 to 9 a.m.	6	18	22	59	71	66	25	47	45	359	3.8
9 to 10 a.m.	10	5	10	35	53	53	28	60	8	262	2.8
10 to 11 a.m.	7	12	13	34	58	60	24	81	8	297	3.2
11 to 12 noon	15	22	22	49	84	80	32	77	16	397	4.2
12 to 1 p.m.	25	29	37	106	96	64	32	85	20	494	5.3
1 to 2 p.m.	27	13	24	95	118	72	32	79	24	484	5.2
2 to 3 p.m.	16	19	20	106	119	62	36	98	19	495	5.3
3 to 4 p.m.	40	37	41	136	145	84	63	132	21	699	7.5
4 to 5 p.m.	38	35	34	134	166	91	69	122	31	720	7.7
5 to 6 p.m.	43	51	52	120	186	108	59	111	29	759	8.1
6 to 7 p.m.	21	28	33	111	124	71	31	85	11	515	5.5
7 to 8 p.m.	23	18	38	102	109	53	28	69	17	457	4.9
8 to 9 p.m.	16	25	26	120	101	57	33	47	23	448	4.8
9 to 10 p.m.	10	3	21	105	94	50	25	35	13	356	3.8
10 to 11 p.m.	12	11	36	126	86	38	22	36	18	385	4.1
11 to 12 midnight	0	1	30	130	82	25	20	19	16	323	3.4
Not Stated	5	3	4	20	30	21	11	12	8	114	1.2
Total	325	342	533	2,223	2,368	1,265	643	1,277	395	9,371	
Percent	3.5	3.6	5.7	23.7	25.3	13.5	6.9	13.6	4.2		100.0

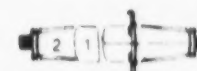
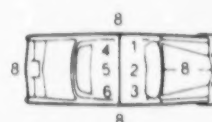
Number of Victims By Position In/On Vehicle And Age Of Victim

Figure 9.2

Position	00-05	06-10	11-15	16-20	21-25	26-35	36-45	46-55	Over 55	Not Stated	Total	%
Driver 1	22	76	146	1,240	904	1,170	634	370	570	143	5,275	56.3
Passenger 2	83	32	60	172	88	73	31	26	41	34	540	6.8
Passenger 3	61	64	151	496	308	270	146	118	270	107	1,991	21.3
Passenger 4	27	32	39	69	24	16	5	6	19	8	245	2.6
Passenger 5	25	18	19	49	19	10	3	3	6	9	161	1.7
Passenger 6	21	26	41	94	29	30	13	9	38	13	314	3.4
Passenger 7	3	6	9	8	4	5	1	2	3	37	78	0.8
Pedestrian	72	79	46	49	40	58	44	24	80	26	518	5.5
Riding On	0	0	11	22	4	5	1	1	0	3	47	0.5
Unknown	11	9	11	24	11	11	0	5	5	15	102	1.1
Total	325	342	533	2,223	1,431	1,648	878	564	1,032	395	9,371	
Percent	3.5	3.6	5.7	23.7	15.3	17.6	9.4	6.0	11.0	4.2		100.0

Position In/On Vehicle

- 1 Driver
- 2 - 7 Passenger
- 8 Riding or Hanging On



Section 9

Number of Victims By Month of Occurrence & Age Of Victim

Figure 9.3

Accident Month	00-05	06-10	11-15	16-20	21-30	31-40	41-50	Over 50	Not Stated	Total	%
Unknown	0	0	0	1	0	0	0	0	0	1	0.0
January	16	29	35	150	185	91	44	92	26	668	7.1
February	21	14	32	126	155	80	51	79	20	578	6.2
March	15	23	23	128	177	108	50	76	22	622	6.6
April	42	31	41	154	185	102	30	103	23	711	7.6
May	28	35	60	269	226	102	42	110	26	898	9.6
June	31	36	64	201	236	130	66	113	39	916	9.8
July	30	31	59	227	185	133	64	126	26	881	9.4
August	32	46	60	227	244	123	57	123	30	942	10.1
September	39	34	49	197	202	93	59	122	33	820	8.8
October	26	16	42	203	217	97	57	124	38	820	8.7
November	23	24	40	184	176	102	54	102	81	786	8.4
December	22	23	28	156	180	104	69	107	31	720	7.7
Not Stated	0	0	0	1	0	0	0	0	0	1	0
Total	325	342	533	2,223	2,368	1,265	643	1,277	395	9,371	
Percent	3.5	3.6	5.7	23.7	25.3	13.5	6.9	13.6	4.2		100.0

Number of Victims By Age Of Victims & Road System

Figure 9.4

Age of Victim	Provincial Highways		Rural Roads		Urban Streets		Other		Total		Total	
	Inj	Fat	Inj	Fat	Inj	Fat	Inj	Fat	Inj	%	Fat	%
00 - 05	66	2	35	1	207	1	12	1	320	3.5	5	2.1
06 - 10	37	1	24	2	264	3	11	0	336	3.7	6	2.5
11 - 15	72	4	116	5	306	2	25	3	519	5.7	14	5.9
16 - 20	389	25	480	9	1,231	9	75	5	2,175	23.8	48	20.3
21 - 30	454	29	305	9	1,478	10	82	1	2,319	25.4	49	20.8
31 - 40	301	18	147	7	746	7	38	1	1,232	13.5	33	14.0
41 - 50	155	11	84	2	373	3	14	1	626	6.8	17	7.2
Over 50	312	29	155	14	741	17	5	4	1,213	13.3	64	27.1
Not Stated	102	0	34	0	244	0	15	0	395	4.3	0	0
Total	1,888	119	1,380	49	5,590	52	277	16	9,135		236	
Percent of Total Victims	20.1	1.3	14.7	0.5	59.7	0.5	3.0	0.2	100.0			100.0

Number of Victims By Day of Week of Occurrence & Age of Victim

Figure 9.5

Accident Day	00-05	06-10	11-15	16-20	21-30	31-40	41-50	Over 50	Not Stated	Total	%
Monday	42	37	58	223	260	176	85	156	29	1,068	11.4
Tuesday	55	44	57	207	286	122	98	163	43	1,075	11.5
Wednesday	40	48	63	274	292	176	80	179	52	1,204	12.8
Thursday	37	43	62	261	285	181	95	216	60	1,244	13.3
Friday	64	53	103	371	371	223	86	208	57	1,536	16.4
Saturday	48	61	109	512	508	236	119	188	110	1,891	20.2
Sunday	39	56	81	372	364	145	80	166	44	1,347	14.4
Not Stated	0	0	0	3	2	0	0	1	0	6	0.0
Total	325	342	533	2,223	2,368	1,265	643	1,277	395	9,371	
Percent	3.5	3.6	5.7	23.7	25.3	13.5	6.9	13.6	4.2		100.0

There were 9,371 persons injured in traffic accidents in 1987. 6,460 persons were hurt seriously enough to be treated or hospitalized. At this rate, half the residents of Saskatchewan will be injured in a motor vehicle accident during their lifetime.

Number of Accidents Involving Fixed Objects

Figure 10.1

Fixed Object	Property Damage	Personal Injury	Fatal	Total	% of Total Events
Approach	131	89	7	227	0.5
Traffic Barricade	30	6	0	36	0.1
Building/Wall	182	45	4	231	0.5
Bridge Structure	88	26	1	115	0.2
Crash Cushion	40	4	1	45	0.1
Culvert	53	21	2	76	0.2
Curbing	764	234	6	1,004	2.1
Delineator Post	15	0	0	15	0.0
Ditch Bottom/Back Slope	1,224	619	35	1,878	4.0
Fence	441	74	0	515	1.1
Fire Hydrant	76	10	1	87	0.2
Gravel Pile	43	12	1	56	0.1
Guard Rail	196	54	3	253	0.5
Light Standard	349	82	3	434	0.9
Median/Barrier	105	23	0	128	0.3
Parking Meter	6	2	0	8	0.0
Power Pole	360	73	1	434	0.9
Rock Cut	64	9	2	75	0.2
Sign Post	354	55	2	411	0.9
Signal Stand	118	49	0	167	0.4
Snow Bank	130	27	1	158	0.3
Tree/Bush	542	180	6	728	1.5
Fixed Objects Total	5,311	1,694	76	7,081	14.9

Number of Accidents Involving Movable Objects

Figure 10.2

Movable Object	Property Damage	Personal Injury	Fatal	Total	% of Total Events
Animal	3,083	86	1	3,170	6.7
Another Vehicle	19,321	4,175	101	23,597	49.7
Bicyclist	32	274	5	311	0.7
Construction Machinery	47	7	1	55	0.1
Farm Machinery	63	9	4	76	0.2
Maintenance Machinery	52	10	0	62	0.1
Pedestrian	30	445	33	508	1.1
Railroad Train	40	19	3	62	0.1
Movable Objects Total	22,669	5,025	148	27,842	58.7

Number of Accidents Involving Non-Collision Events

Figure 10.3

Event	Property Damage	Personal Injury	Fatal	Total	% of Total Events
Fire/Explosion	294	15	4	313	0.6
Overtaken	1,606	1,166	71	2,843	6.0
Ran Off the Road	2,809	1,381	83	4,273	9.0
Skidding/Sliding	2,746	1,019	44	3,809	8.0
Submersion	23	8	2	33	0.1
Other	1,135	139	4	1,277	2.7
Non-Collision Events Total	8,713	3,728	208	12,548	26.4

TAIS recognizes that an accident is usually the result of a chain of events. The accident data system records up to 3 events in order of importance for each vehicle involved in the accident.

This section summarizes the 47,471 events that took place in the 34,233 accidents. It should also be noted that the above figure shown represents the number of accidents in which an event occurred, not the total number of occurrences of that event.

Section 11

Accidents Involving Alcohol

Figure 11.1

Percentage of Impaired/Had Been Drinking Occurrences by Driver Age and Year

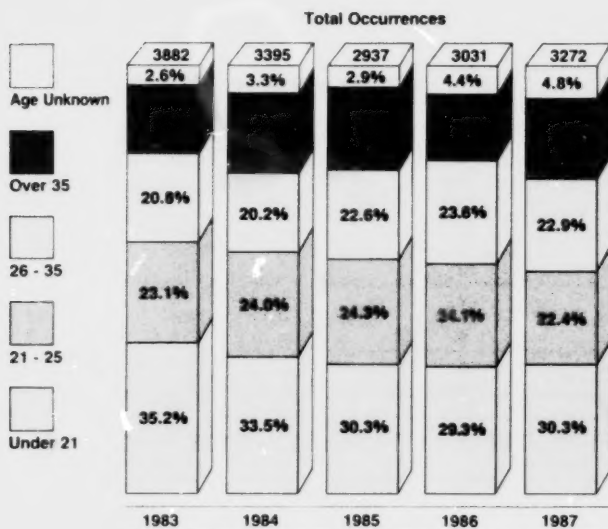
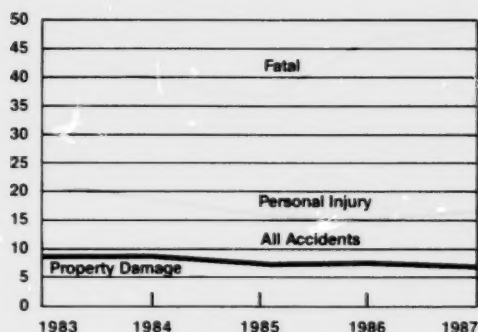


Figure 11.2

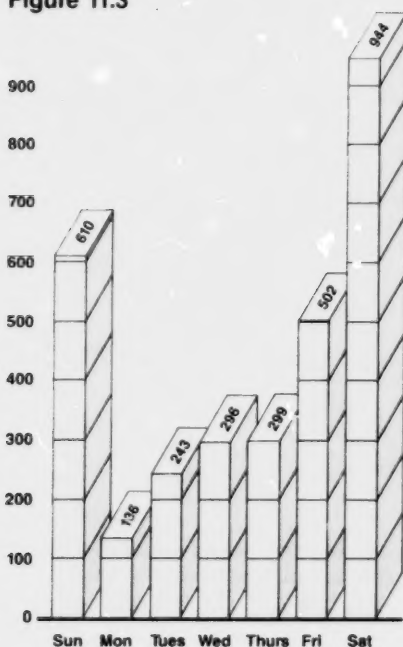
Percentage of Accidents Involving Alcohol by Year



- The 1986 and 1987 increases in fatal accident alcohol-involvement is partly attributed to improved reporting procedures. Better reporting of fatal accidents in which alcohol was involved is estimated to have affected the yearly totals by ten percent. These would have not been reported under previous procedures.

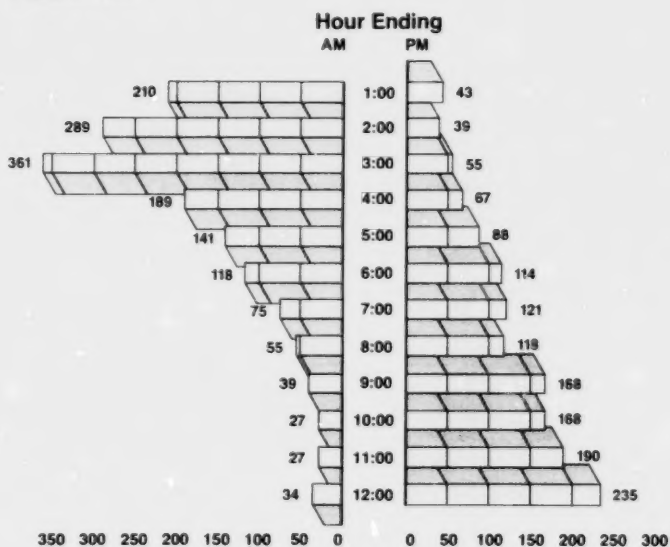
Number of Alcohol Related Accidents by Day of Week

Figure 11.3



Number of Alcohol Related Accidents By Time of Day

Figure 11.4



1987 Traffic Accident Statistics By Highway Control Section

Highway - Control Section	Length in Km's	Property Damage	Accidents			Persons	
			Personal Injury	Fatal	Total	Injured	Fatalities
1-01 Manitoba Border - Moosomin	19.9	10	2	0	12	4	0
1-02 Moosomin - Whitewood	46.9	20	5	1	26	11	1
1-03 Whitewood - Broadview	23.9	3	4	1	8	4	2
1-04 Broadview - Grenfell	24.8	7	4	0	11	9	0
1-05 Grenfell - Indian Head	57.2	25	11	1	37	24	1
1-06 Indian Head - Qu'Appelle	13.8	7	2	1	10	4	1
1-07 Qu'Appelle - Balgonie	29.4	15	5	0	20	7	0
1-08 Balgonie - Regina	21.9	39	12	0	51	26	0
1-10 Regina - Jct Hwy 39	56.6	47	31	3	81	44	3
1-11 Jct Hwy 39 - Moose Jaw	4.8	7	3	0	10	3	0
1-12 Moose Jaw - N Jct Hwy 2	5.5	1	0	0	1	0	0
1-13 N Jct Hwy 2 - Mortlach	45.3	30	5	0	35	6	0
1-14 Mortlach - Chaplin	36.0	18	6	0	24	10	0
1-15 Chaplin - W Jct Hwy 19	25.6	13	7	0	20	15	0
1-16 W Jct Hwy 19 - Rush Lake	32.6	15	4	0	19	10	0
1-17 Rush Lake - Swift Current	30.6	21	0	0	21	0	0
1-18 Swift Current - Jct Hwy 32	9.3	11	1	3	15	6	3
1-19 Jct Hwy 32 - Gull Lake	46.3	23	7	0	30	13	0
1-20 Gull Lake - Sidewood	34.3	17	3	0	20	5	0
1-21 Sidewood - Maple Creek	38.9	32	3	2	37	8	3
1-22 Maple Creek - Alberta Border	39.6	13	9	0	22	12	0
2-01 U.S. Border - Rock Glen	49.3	4	1	0	5	1	0
2-02 Rock Glen - Assiniboia	53.5	6	0	0	6	0	0
2-03 Assiniboia - Jct Hwy 43	27.7	4	1	0	5	1	0
2-04 Jct Hwy 43 - Jct Hwy 36	44.4	15	2	0	17	3	0
2-05 Jct Hwy 36 - Moose Jaw S	26.9	9	4	0	13	8	0
2-06 Moose Jaw S - Moose Jaw N	6.9	2	2	0	4	2	0
2-07 Moose Jaw N - Tuxford	17.9	6	5	0	11	14	0
2-08 Tuxford - Chamberlain	33.3	9	1	1	11	4	1
2-09 Findlater - Liberty	33.7	2	0	0	2	0	0
2-10 Liberty - Imperial	29.3	2	0	0	2	0	0
2-11 Imperial - Watrous	36.0	4	1	0	5	1	0
2-12 Watrous - Young	23.1	5	1	0	6	3	0
2-13 Young - Jct Hwy 16	22.0	2	1	0	3	1	0
2-14 Jct Hwy 16 - S Jct Hwy 5	19.9	3	0	0	3	0	0
2-15 S Jct Hwy 5 - Jct Hwy 27	21.6	6	1	0	7	1	0
2-16 Jct Hwy 27 - Wakaw	35.3	7	1	0	8	1	0
2-17 Wakaw - St. Louis	32.9	11	2	0	13	4	0
2-18 St. Louis - Prince Albert	26.3	9	3	0	12	4	0
2-19 Prince Albert S - Jct Hwy 55	4.4	2	2	0	4	3	0
2-20 Jct Hwy 55 - Christopher Lake	37.2	20	14	0	34	26	0
2-21 Christopher Lake - Jct Hwy 264	37.0	7	2	0	9	3	0
2-22 Jct Hwy 264 - Weyakwin Lake	45.7	5	1	0	6	2	0
2-23 Weyakwin Lake - Jct Hwy 165	85.7	9	3	0	12	9	0
2-24 Jct Hwy 165 - La Ronge	32.4	3	1	0	4	4	0
3-01 Manitoba Border - Erwood	35.4	7	0	0	7	0	0
3-02 Erwood - Hudson Bay	13.4	5	0	0	5	0	0
3-03 Hudson Bay - Prairie River	40.9	12	2	1	15	3	1
3-04 Prairie River - S Jct Hwy 23	53.3	7	0	0	7	0	0
3-05 S Jct Hwy 23 - Tisdale	21.4	4	1	0	5	1	0
3-06 Tisdale - Melfort	36.7	14	7	0	21	11	0
3-07 Melfort - Kinistino	29.1	8	4	0	12	5	0
3-08 Kinistino - Birch Hills	27.3	10	3	0	13	4	0
3-09 Birch Hills - Prince Albert	31.8	15	3	0	18	3	0
3-11 Prince Albert - Shellbrook	43.8	29	9	0	38	16	0
3-12 Shellbrook - Cameo	10.3	4	1	0	5	1	0
3-13 Cameo - Shell Lake	46.6	12	5	1	18	9	1
3-14 Shell Lake - Spiritwood	24.6	6	4	0	10	5	0
3-15 Spiritwood - Glaslyn	55.5	8	1	0	9	1	0
3-16 Glaslyn - Turtleford	45.6	5	2	1	8	7	3
3-17 Jct Hwy 26 - N Sask. River	30.0	13	2	1	16	7	1
3-18 N Sask. River - Alberta Border	26.4	9	2	0	11	2	0
4-01 U.S. Border - Val Marie	31.3	2	0	0	2	0	0

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Highway - Control Section	Length in Km's	Property Damage	Accidents			Persons	
			Personal Injury	Fatal	Total	Injured	Fatalities
4-02 Val Marie - Cadillac	55.7	4	1	0	5	1	0
4-03 Cadillac - Jct Hwy 43	26.3	5	0	0	5	0	0
4-04 Jct Hwy 43 - Swift Current	38.8	26	3	0	29	5	0
4-05 Swift Current - Sask. Landing	48.7	27	3	0	30	9	0
4-06 Sask. Landing - Sanctuary	41.7	10	0	0	10	0	0
4-07 Sanctuary - Elrose	23.5	6	1	0	7	1	0
4-08 Elrose - Rosetown	37.8	3	1	0	4	5	0
4-09 Rosetown - Jct Hwy 31	11.7	2	0	0	2	0	0
4-10 Jct Hwy 31 - Biggar	46.8	7	0	1	8	0	1
4-11 Biggar - Struan Grid	34.3	5	2	0	7	2	0
4-12 Struan Grid - Red Pheasant	20.9	4	0	0	4	0	0
4-13 Red Pheasant - Battleford	35.7	13	6	0	19	10	0
4-14 Battleford - Jct Hwy 26	21.7	13	4	0	17	12	0
4-15 Jct Hwy 26 - Cochin	17.3	8	2	1	11	3	1
4-16 Cochin - Glaslyn	29.6	13	2	2	17	5	4
4-17 Glaslyn - Meadow Lake	89.2	21	6	1	28	10	1
4-18 Meadow Lake - Jct Hwy 104	30.5	1	0	0	1	0	0
5-01 Togo - Kamsack	33.4	7	2	0	9	5	0
5-02 Kamsack - Canora	37.0	8	3	0	11	8	0
5-03 Canora - Invermay	54.7	7	4	0	11	4	0
5-04 Invermay - Wadena	46.5	8	2	0	10	2	0
5-05 Wadena - Watson	54.1	10	3	0	13	4	0
5-06 Watson - Humboldt	41.2	16	2	0	18	2	0
5-07 Humboldt - N Jct Hwy 2	43.2	8	4	1	13	5	1
5-08 S Jct Hwy 2 - Patience Lake	40.8	10	4	1	15	5	1
5-09 Patience Lake - Saskatoon	11.4	9	5	0	14	7	0
5-10 College Direct in Saskatoon	8.1	4	3	0	7	9	0
6-01 U.S. Border - Jct Hwy 18	16.4	1	0	0	1	0	0
6-02 Jct Hwy 18 - Jct Hwy 13	55.6	6	1	0	7	1	0
6-03 Jct Hwy 13 - S Jct Hwy 39	43.3	11	0	1	12	0	2
6-04 S Jct Hwy 39 - Regina South	38.1	11	4	0	15	5	0
6-05 Regina South - Regina North	3.8	1	0	0	1	0	0
6-06 Regina North - Piapot I.R.	26.4	21	4	0	25	6	0
6-07 Piapot I.R. - Southey	24.2	9	2	0	11	2	0
6-08 Southey - Raymore	54.1	11	1	1	13	6	3
6-09 Raymore - Dalfie	38.0	8	1	1	10	4	1
6-10 Dalfie - Watson	43.0	6	2	0	8	3	0
6-11 Watson - Naicam	32.8	9	3	0	12	4	0
6-12 Naicam - Silver Park	26.6	8	2	0	10	3	0
6-13 Silver Park - Melfort	25.2	10	2	0	12	5	0
6-14 Melfort - Gronlid	32.0	4	0	1	5	3	2
6-15 Gronlid - Choiceland	43.8	7	1	0	8	1	0
7-01 Saskatoon - Jct Hwy 60	6.0	11	5	0	16	6	0
7-02 Jct Hwy 60 - Delisle	30.4	21	9	2	32	19	3
7-03 Delisle - Harris	37.9	11	4	0	15	7	0
7-04 Harris - Rosetown	36.4	27	4	0	31	5	0
7-05 Rosetown - Brock	52.4	25	5	0	30	9	0
7-06 Brock - Kindersley	31.0	11	4	0	15	10	0
7-07 Kindersley - Jct Hwy 307	21.2	5	1	1	7	2	1
7-08 Jct Hwy 307 - Alsask	40.0	8	0	0	8	0	0
8-01 U.S. Border - Carievale	19.9	3	2	0	5	4	0
8-02 Carievale - Redvers	45.6	15	0	0	15	0	0
8-03 Redvers - Fairlight	34.0	2	1	0	3	3	0
8-04 Fairlight - Moosomin	29.9	5	1	0	6	2	0
8-05 Moosomin - Qu'Appelle River	39.8	16	0	0	16	0	0
8-06 Qu'Appelle River - Langenburg	41.9	7	3	0	10	3	0
8-07 Churchbridge - Wroxton	35.3	3	0	0	3	0	0
8-08 Wroxton - Kamsack	39.5	9	1	0	10	4	0
8-09 Kamsack - Pelly	32.3	5	3	0	8	4	0
8-10 Pelly - Norquay	41.4	4	0	0	4	0	0
9-01 U.S. Border - Jct Hwy 18	26.8	5	0	0	5	0	0
9-02 Jct Hwy 18 - Carlyle	46.9	16	0	0	16	0	0
9-03 Carlyle - Jct Hwy 48	43.5	14	3	1	18	8	1

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Highway - Control Section	Length in Km's	Property Damage	Accidents			Persons	
			Personal Injury	Fatal	Total	Injured	Fatalities
9-04 Jct Hwy 48 - Whitewood	36.5	1	0	1	2	0	2
9-05 Whitewood - Qu'Appelle River	19.6	6	1	0	7	2	0
9-06 Qu'Appelle - Jct Hwy 22	36.5	15	1	0	16	2	0
9-07 Jct Hwy 22 - Jct Hwy 15	21.3	5	2	0	7	3	0
9-08 Jct Hwy 15 - Yorkton	34.0	12	0	0	12	0	0
9-09 Yorkton - Canora	46.5	24	2	0	26	4	0
9-10 Canora - Jct Hwy 49	25.9	10	3	0	13	3	0
9-11 Jct Hwy 49 - Preeceville	20.0	3	1	0	4	1	0
9-12 Preeceville - Usherville	31.0	4	2	0	6	7	0
9-13 Usherville - Bertwell	42.5	5	0	0	5	0	0
9-14 Bertwell - Hudson Bay	38.6	12	2	0	14	2	0
9-15 Hudson Bay - Manitoba Border	123.1	17	8	0	25	5	0
10-01 Manitoba Border - Wroxton	25.0	13	0	0	13	0	0
10-02 Wroxton - Yorkton	39.0	15	1	1	17	2	1
10-03 Yorkton - Melville	40.3	17	4	0	21	7	0
10-04 Melville - Jct Hwy 22	46.2	10	3	0	13	5	0
10-05 Jct Hwy 22 - Fort Qu'Appelle	26.0	11	4	1	16	9	1
10-06 Fort Qu'Appelle - Balgonie	46.5	24	3	1	28	8	2
11-01 Regina - Lumsden	25.9	29	21	1	51	41	1
11-02 Lumsden - Bethune	25.9	17	2	0	19	3	0
11-03 Bethune - E Jct Hwy 2	19.2	5	1	0	6	2	0
11-04 E Jct Hwy 2 - Aylesbury	24.7	5	4	0	9	4	0
11-05 Aylesbury - Davidson	45.4	18	8	2	28	23	3
11-06 Davidson - Kenaston	32.1	11	3	0	14	4	0
11-07 Kenaston - Dundurn	38.9	27	4	0	31	5	0
11-08 Dundurn - Saskatoon	33.5	54	8	1	63	14	1
11-10 Saskatoon - Warman	18.1	30	12	2	44	22	3
11-11 Warman - Rosthern	43.2	20	14	1	35	27	1
11-12 Rosthern - Duck Lake	18.1	3	5	0	8	7	0
11-13 Duck Lake - Prince Albert	49.0	30	7	0	37	10	0
12-01 Jct Hwy 11 - Hepburn	36.4	20	8	0	28	19	0
12-02 Hepburn - Blaine Lake	38.2	7	0	0	7	0	0
12-03 Blaine Lake - Big Grass Lake	39.1	8	3	0	11	5	0
12-04 Big Grass Lake - Shell Lake	21.0	5	2	0	7	2	0
13-01 Manitoba Border - Redvers	19.7	8	0	0	8	0	0
13-02 Redvers - Carlyle	42.3	14	1	0	15	2	0
13-03 Carlyle - Stoughton	54.5	20	5	0	25	7	0
13-04 Stoughton - Griffin	31.0	7	3	0	10	3	0
13-05 Griffin - Weyburn	28.4	10	4	0	14	7	0
13-06 Weyburn to Jct Hwy 28	31.1	13	0	0	13	0	0
13-07 Jct Hwy 28 - Jct Hwy 6	22.8	4	1	0	5	4	0
13-08 Jct Hwy 6 - Jct Hwy 34	39.8	3	0	0	3	0	0
13-09 Jct Hwy 34 - Jct Hwy 36	30.7	3	1	0	4	1	0
13-10 Jct Hwy 36 - Assiniboia	37.2	1	0	1	2	0	5
13-11 Assiniboia - Lafleche	42.6	7	2	0	9	2	0
13-12 Lafleche - Kincaid	32.3	2	0	0	2	0	0
13-13 Kincaid - Cadillac	54.9	10	4	0	14	4	0
13-14 Cadillac - Jct Hwy 37	49.5	3	0	0	3	0	0
13-15 Shaunavon - Eastend	34.3	2	1	1	4	3	2
13-16 Eastend - Jct Hwy 21	52.7	3	0	0	3	0	0
13-17 E Jct Hwy 21 - Govanlock	44.1	2	0	0	2	0	0
13-18 Govanlock - Alberta Border	14.5	1	0	0	1	0	0
14-12 Saskatoon - Asquith	34.3	14	6	0	20	13	0
14-13 Asquith - Perdue	22.7	6	1	0	7	2	0
14-14 Perdue - Biggar	31.6	13	2	0	15	2	0
14-15 Biggar - Landis	35.6	6	1	0	7	1	0
14-16 Landis - Wilki	31.5	5	2	0	7	2	0
14-17 Wilkie - Unity	30.3	0	0	1	1	0	1
14-18 Unity - Salvador Grid	29.2	8	0	1	9	2	1
14-19 Salvador Grid - Alberta Border	33.8	6	1	0	7	1	0
15-02 Bredenbury - Jct Hwy 9	32.9	1	2	0	3	2	0
15-03 Jct Hwy 9 - Melville	22.6	7	1	0	8	2	0
15-04 Melville - Jct Hwy 52	58.2	9	0	0	9	0	0

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Highway - Control Section	Length in Km's	Property Damage	Accidents			Persons	
			Personal Injury	Fatal	Total	Injured	Fatalities
15-05 Jct Hwy 52 - Leross	26.5	3	1	0	4	4	0
15-06 Leross - Raymore	51.9	19	3	1	23	4	1
15-07 Raymore - S Jct Hwy 20	32.7	1	0	0	1	0	0
15-08 Nokomis - Jct Hwy 2	31.0	5	2	0	7	8	0
15-09 Jct Hwy 2 - Kenaston	56.6	8	2	0	10	2	0
15-10 Kenaston - Jct Hwy 19	22.8	2	0	0	2	0	0
15-11 Jct Hwy 19 - Outlook	34.5	8	3	0	11	5	0
15-12 Outlook - Milden	27.8	0	1	0	1	1	0
15-13 Milden - Rosetown	36.3	3	0	0	3	0	0
16-11 Manitoba Border - Churchbridge	29.5	11	2	0	13	3	0
16-12 Churchbridge - Yorkton	52.7	30	3	0	33	5	0
16-13 Yorkton - Springdale	24.0	9	2	0	11	4	0
16-14 Springside - Insinger	31.0	10	2	0	12	2	0
16-15 Insinger - Tuffnell	22.6	7	2	0	9	7	0
16-16 Tuffnell - Elfros	38.0	4	3	0	7	7	0
16-17 Elfros - Dalfoe	49.0	21	9	0	30	17	0
16-18 Dalfoe - Guernsey	42.1	11	3	2	16	9	2
16-19 Guernsey - Jct Hwy 2	44.7	9	9	0	18	13	0
16-20 Jct Hwy 2 - Saskatoon	63.5	27	5	0	32	10	0
16-23 Jct Hwy 11 - North Sask. River	42.1	31	12	0	43	21	0
16-24 North Sask. River - Radisson	19.3	35	1	0	36	2	0
16-25 Radisson - Denholm	48.4	14	4	1	19	6	3
16-26 Denholm - North Battleford	23.3	12	2	0	14	2	0
16-27 N Battleford - Bresaylor	41.4	17	3	0	20	5	0
16-28 Bresaylor - Maidstone	38.9	8	2	1	11	5	1
16-29 Maidstone - Marshall	36.8	15	7	0	22	14	0
16-30 Marshall - Lloydminster	17.2	18	4	0	22	4	0
17-03 Macklin - Alberta Border	57.1	6	1	0	7	2	0
17-04 Jct Hwy 14 (Alta) - Lone Rock (Sask)	24.2	4	1	0	5	2	0
17-05 Alberta Border - Lloydminster	25.1	13	3	0	16	4	0
17-06 Lloydminster - Jct Hwy 3	24.7	16	4	1	21	7	1
17-07 Jct Hwy 3 - N Saskatchewan River	10.7	1	0	0	1	0	0
17-08 N Saskatchewan River - Onion Lake	12.7	2	3	0	5	4	0
18-01 Manitoba Border - Carievale	19.6	9	2	0	11	2	0
18-02 Carievale - Jct Hwy 9	48.1	29	1	0	30	1	0
18-03 Jct Hwy 9 - Bienfait	44.1	16	0	1	17	1	1
18-04 Estevan - Torquay	38.3	5	4	0	9	7	0
18-05 Torquay - Oungre	22.8	5	0	0	5	0	0
18-06 Oungre - Lake Alma	29.3	2	1	0	3	1	0
18-07 Lake Alma - N Jct Hwy 6	28.0	1	0	0	1	0	0
18-08 S Jct Hwy 6 - Big Beaver	48.3	0	0	0	0	0	0
18-09 Big Beaver - E Jct Hwy 36	19.9	0	1	0	1	1	0
18-10 W Jct Hwy 36 - Rockglen	23.7	7	1	0	8	1	0
18-11 Rockglen - Wood Mountain	32.1	2	1	0	3	1	0
18-12 Wood Mountain - Jct Hwy 19	52.4	7	2	0	9	2	0
18-13 Jct Hwy 19 - Ponteix Grid	37.0	7	0	0	7	0	0
18-14 Ponteix Grid - Val Marie	35.7	1	1	0	2	2	0
18-15 S Jct Hwy 4 - Climax	42.2	3	1	0	4	1	0
18-16 Climax - Divide	65.7	3	2	0	5	7	0
18-17 Divide - Robsart	31.0	0	0	0	0	0	0
19-01 Jct Hwy 18 - Kincaid	26.3	3	0	1	4	0	1
19-02 Kincaid - S Jct Hwy 43	24.8	1	1	0	2	1	0
19-03 S Jct Hwy 43 - W Jct Hwy 1	60.0	2	0	0	2	0	0
19-04 Chaplin - Central Butte	43.4	4	0	0	4	0	0
19-05 E Jct Hwy 42 - Elbow	40.6	12	1	0	13	2	0
19-06 Elbow - Jct Hwy 19	42.2	3	1	0	4	1	0
20-01 Lumsden - Jct Hwy 22	36.6	18	5	0	23	6	0
20-02 Jct Hwy 22 - Jct Hwy 15	55.3	1	0	0	1	0	0
20-03 Jct Hwy 15 - Jct Hwy 16	47.6	3	0	0	3	0	0
20-04 W Jct Hwy 16 - Humboldt	37.3	4	3	0	7	4	0
20-05 Humboldt - Pilger	33.7	3	1	0	4	1	0
20-06 Pilger - Crystal Springs	49.3	6	0	0	6	0	0
20-07 Crystal Springs - Jct Hwy 3	22.6	3	1	0	4	1	0

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Highway - Control Section	Length in Km's	Property Damage	Accidents			Persons	
			Personal Injury	Fatal	Total	Injured	Fatalities
21-01 U.S. Border - Govenlock	29.5	0	0	0	0	0	0
21-03 Jct Hwy 13 - Cypress Hills	34.4	4	1	0	5	1	0
21-04 Cypress Hills - Maple Creek	27.6	7	2	0	9	3	0
21-05 Maple Creek - Jct Hwy 1	8.3	0	0	1	1	0	1
21-06 Jct Hwy 1 - Fox Valley	52.8	6	2	0	8	5	0
21-07 Fox Valley - Leader	50.1	5	0	0	5	0	0
21-08 Leader - Eatonia	41.3	22	1	0	23	2	0
21-09 Glidden - Kindersley	26.2	3	0	0	3	0	0
21-10 Kindersley - Jct Hwy 31	36.0	8	1	0	9	2	0
21-11 Jct Hwy 31 - Kerrobert	13.6	2	0	0	2	0	0
21-12 Kerrobert - Unity	59.3	5	2	0	7	3	0
21-13 Unity - E Jct Hwy 40	35.7	3	1	0	4	4	0
21-14 W Jct Hwy 40 - Maidstone	37.8	4	0	0	4	0	0
21-15 Maidstone - E Jct Hwy 3	54.1	4	2	0	6	2	0
21-16 Paradise Hill - Peck Lake	36.7	3	0	0	3	0	0
21-17 Peck Lake - Ministikwan Lake	21.3	4	1	0	5	1	0
21-18 Ministikwan Lake - Pierceland	43.7	7	2	0	9	5	0
21-19 Pierceland - Northern Pine	20.1	2	0	0	2	0	0
22-02 Jct Hwy 8 - Stockholm	40.8	12	3	0	15	3	0
22-03 N Jct Hwy 9 - S Jct Hwy 22	24.6	1	1	0	2	2	0
22-04 Killaly - Jct Hwy 10	51.8	3	2	0	5	2	0
22-05 Lipton - Southey	50.9	9	1	0	10	6	0
22-06 Southey - Jct Hwy 20	26.6	2	0	0	2	0	0
23-01 Jct Hwy 9 - Somme	31.6	10	0	0	10	0	0
23-02 Somme - Chelan	30.2	3	2	0	5	3	0
23-03 Chelan - Crooked River	37.9	9	5	0	14	10	0
23-04 N Jct Hwy 3 - Jct Hwy 55	63.2	8	2	0	10	2	0
24-01 Spiritwood - Leoville	32.2	8	2	0	10	4	0
24-02 Leoville - Chitek Lake	25.3	5	1	1	7	2	1
25-01 Birch Hills - St. Louis	29.1	0	4	0	4	38	0
26-01 Jct Hwy 4 - Meota	15.5	1	0	0	1	0	0
26-02 Meota - Turtleford	54.2	5	5	0	10	8	0
26-03 Turtleford - N Jct Hwy 3	29.2	8	1	0	9	1	0
26-04 N Jct Hwy 3 - Loon Lake	47.7	9	4	0	13	6	0
26-05 Loon Lake - Goodsoil	52.0	6	2	1	9	4	1
27-01 Jct Hwy 2 - Aberdeen	34.0	2	3	1	6	6	4
28-01 Lake Alma - Radville	39.8	6	0	0	6	0	0
28-02 Radville - Jct Hwy 13	20.1	3	1	0	4	1	0
29-01 Wilkie - Cloan Gnd	23.1	1	2	0	3	4	0
29-02 Cloan Gnd - Battleford	25.9	9	0	0	9	0	0
30-01 S. Sask. River - Eston	22.6	2	0	0	2	0	0
30-02 Eston - Jct Hwy 7	37.0	3	2	0	5	2	0
31-01 Jct Hwy 4 - Plenty	58.2	4	0	0	4	0	0
31-02 Plenty - S Jct Hwy 21	35.8	1	0	0	1	0	0
31-03 Kerrobert - Salvador	37.9	0	1	0	1	1	0
31-04 Salvador - Macklin	37.8	3	1	0	4	2	0
32-01 Jct Hwy 1 - Success	22.6	5	0	0	5	0	0
32-02 Success - Cabri	33.6	2	1	0	3	1	0
32-03 Cabri - Lancer	38.9	11	1	0	12	2	0
32-04 Lancer - Leader	47.4	3	0	0	3	0	0
33-01 Stoughton - Fillmore	38.2	8	0	0	8	0	0
33-02 Fillmore - Francis	39.1	14	1	0	15	1	0
33-03 Francis - Kronau	38.4	3	2	0	5	2	0
33-04 Kronau - Regina	24.0	7	1	0	8	2	0
34-01 U.S. Border - Bengough	46.4	5	1	0	6	3	0
34-02 Bengough - Jct Hwy 13	16.3	1	1	0	2	3	0
35-01 U.S. Border - Oungre	16.2	0	0	0	0	0	0
35-02 Oungre - Colgate	28.5	7	0	0	7	0	0
35-03 Colgate - Weyburn	29.1	5	2	0	7	2	0
35-04 Weyburn - Francis	47.7	8	1	0	9	1	0
35-05 Jct Hwy 33 - Jct Hwy 48	23.2	0	0	0	0	0	0
35-06 Jct Hwy 48 - Qu'Appelle	24.6	4	2	0	6	4	0
35-07 Qu'Appelle - Jct Hwy 10	19.8	1	0	0	1	0	0

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Highway - Control Section	Length in Km's	Property Damage	Accidents			Persons	
			Personal Injury	Fatal	Total	Injured	Fatalities
35-08 Fort Qu'Appelle - Lipton	15.8	4	1	0	5	2	0
35-09 Lipton - Leross	43.2	3	2	0	5	2	0
35-10 Leross - Elfros	50.4	3	0	0	3	0	0
35-11 Elfros - Wadena	23.7	2	3	0	5	7	0
35-12 Wadena - Jct Hwy 49	21.7	8	2	0	10	5	0
35-13 Jct Hwy 49 - Jct Hwy 349	46.4	7	3	0	10	7	0
35-14 Jct Hwy 349 - Tisdale	44.7	9	5	0	14	9	0
35-15 Tisdale - Jct Hwy 335	27.5	4	3	0	7	4	0
35-16 Jct Hwy 335 - Jct Hwy 55	28.2	9	5	0	14	9	0
35-17 Jct Hwy 55 - Torch River	36.2	1	0	0	1	0	0
36-01 U.S. Border - W Jct Hwy 18	30.3	1	0	1	2	2	1
36-02 W Jct Hwy 18 - W Jct Hwy 13	39.4	5	0	0	5	0	0
36-03 E Jct Hwy 13 - Jct Hwy 2	64.7	6	2	0	8	2	0
37-01 U.S. Border - Climax	23.0	2	0	0	2	0	0
37-02 Climax - Shaunavon	52.1	3	2	0	5	2	0
37-03 Shaunavon - Gull Lake	52.7	3	0	0	3	0	0
37-04 Gull Lake - W Jct Hwy 332	33.3	0	0	0	0	0	0
37-05 E Jct Hwy 332 - Cabri	24.5	2	0	0	2	0	0
38-01 Kelvington - Perigord	22.3	2	2	0	4	2	0
38-02 Perigord - Chelan	34.4	7	0	1	8	3	1
38-05 Kuroki - Kelvington	31.4	6	1	0	7	1	0
39-01 U.S. Border - Bienfait	27.0	13	2	0	15	2	0
39-02 Bienfait - Estevan	9.5	3	2	0	5	2	0
39-03 Estevan - Midale	40.9	20	2	0	22	3	0
39-04 Midale - Weyburn	43.7	13	1	1	15	2	1
39-05 Weyburn - Yellow Grass	26.8	5	3	1	9	6	1
39-06 Yellow Grass - Corinne	44.6	8	3	0	11	5	0
39-07 Corinne - Pitman	34.2	2	0	0	2	0	0
39-08 Pitman - Jct Hwy 1	34.2	8	0	0	8	0	0
40-01 Jct Hwy 3 - Blaine Lake	56.1	9	3	0	12	3	0
40-02 Blaine Lake - Hafford	36.0	8	4	0	12	7	0
40-03 Hafford - North Battleford	63.9	5	1	0	6	1	0
40-04 Battleford - E Jct Hwy 21	57.6	14	3	0	17	6	0
40-05 E Jct Hwy 21 - Neilburg	35.5	4	5	0	9	11	0
40-06 Neilburg - Alberta Border	25.4	9	2	0	11	2	0
41-02 Jct Hwy 20 - Wakaw	29.8	3	1	1	5	4	1
41-03 Wakaw - Aberdeen	51.3	12	1	0	13	1	0
41-04 Aberdeen - Jct Hwy 41	26.9	5	2	0	7	3	0
42-01 Tuxford - Keeler	25.0	1	3	0	4	6	0
42-02 Keeler - E Jct Hwy 19	42.4	2	5	0	7	9	0
42-03 E Jct Hwy 19 - Diefenbaker Lake	38.7	3	1	0	4	1	0
42-04 Diefenbaker Lake - Jct Hwy 342	37.7	2	1	0	3	1	0
42-05 Jct Hwy 342 - Mildred	59.9	4	0	0	4	0	0
43-01 Jct Hwy 2 - Gravelbourg	37.9	4	0	0	4	0	0
43-02 Gravelbourg - S Jct Hwy 19	29.0	1	0	0	1	0	0
43-03 S Jct Hwy 19 - Jct Hwy 4	58.9	7	2	1	10	6	1
44-02 Davidson - Loreburn	44.0	1	1	0	2	2	0
44-03 N Jct Hwy 19 - Jct Hwy 45	28.4	2	2	0	4	5	0
44-04 Jct Hwy 45 - Dinsmore	28.3	0	0	0	0	0	0
44-05 Jct Hwy 42 - Jct Hwy 4	40.4	3	1	0	4	2	0
44-06 S Jct Hwy 4 - Eston	54.0	17	3	0	20	7	0
44-07 Eston - Glidden	33.2	1	0	0	1	0	0
44-08 Glidden - Mantario	44.9	6	2	0	8	2	0
44-09 Mantario - Alsask	33.6	1	0	0	1	0	0
45-01 Lucky Lake - Birsay	18.4	3	0	0	3	0	0
45-02 Birsay - Jct Hwy 44	18.9	1	0	0	1	0	0
45-03 Jct Hwy 44 - E Jct Hwy 15	27.2	5	2	1	8	4	1
45-04 W Jct Hwy 15 - Delisle	49.7	6	2	0	8	2	0
46-01 Balgonie - Regina	19.6	13	3	1	17	3	1
47-01 U.S. Border - Estevan	15.6	8	2	0	10	6	0
47-02 Estevan - Stoughton	57.7	15	2	0	17	4	0
47-03 Stoughton - Jct Hwy 48	56.2	9	0	0	9	0	0
47-04 Jct Hwy 48 - W Jct Hwy 1	26.6	2	0	0	2	0	0

1987 Traffic Accident Statistics By Highway Control Section

Highway - Control Section	Length in Km's	Property Damage	Accidents			Persons	
			Personal Injury	Fatal	Total	Injured	Fatalities
47-05 Grenfell - S Jct Hwy 22	39.9	8	1	0	9	1	0
47-06 S Jct Hwy 22 - Melville	22.8	6	1	0	7	4	0
47-07 Melville - Willowbrook	30.0	8	0	0	8	0	0
47-08 Willowbrook - Springside	19.1	2	1	0	3	1	0
47-09 Springside - Buchanan	42.2	1	1	1	3	2	1
47-10 Buchanan - Preeceville	33.8	1	1	0	2	1	0
48-01 Manitoba Border - Fairlight	19.0	3	0	0	3	0	0
48-02 Fairlight - S Jct Hwy 9	44.7	6	1	0	7	1	0
48-03 N Jct Hwy 9 - Jct Hwy 47	57.9	4	4	0	8	5	0
48-04 Jct Hwy 47 - Jct Hwy 35	63.3	7	1	0	8	1	0
48-05 Jct Hwy 35 - White City	40.4	14	1	1	16	1	1
49-01 Manitoba Border - Pelly	25.4	3	0	0	3	0	0
49-02 Pelly - Stenen	33.8	7	2	0	9	4	0
49-03 Stenen - Olka	31.9	5	0	0	5	0	0
49-04 Olka - Kelvington	33.9	4	0	1	5	0	1
49-05 Kelvington - Jct Hwy 35	19.5	4	4	0	8	5	0
51-01 Biggar - Tramping Lake	62.6	10	2	0	12	3	0
51-02 Tramping Lake - Kerrobert	25.9	3	1	0	4	1	0
51-03 Kerrobert - Major	34.4	8	0	0	8	0	0
51-04 Major - Alberta Border	29.6	10	0	0	10	0	0
52-01 Yorkton - Willowbrook	21.6	4	1	1	6	1	1
52-02 Willowbrook - Jct Hwy 15	49.1	14	1	0	15	1	0
54-01 Jct Hwy 11 - Regina Beach	17.4	3	4	0	7	10	0
55-02 Jct Hwy 9 - S of Pakwaw Lake	38.3	6	1	0	7	1	0
55-03 S of Pakwaw Lake - W of Cracking River Br	30.4	7	3	0	10	5	0
55-04 W of Cracking River Br - Jct Hwy 123	36.7	7	2	1	10	6	2
55-05 Jct Hwy 123 - Nipawin	28.3	3	5	0	8	8	0
55-06 Nipawin - White Fox	12.2	4	1	0	5	3	0
55-07 White Fox - Smeaton	50.4	9	6	0	15	9	0
55-08 Smeaton - Meath Park	36.6	5	2	0	7	7	0
55-09 Meath Park - Prince Albert	41.4	11	4	2	17	7	2
55-10 Shellbrook - Debden	49.3	13	1	0	14	1	0
55-11 Debden - Big River	38.4	6	4	0	10	12	0
55-12 Big River - Jct Hwy 124	47.9	8	1	0	9	2	0
55-13 Jct Hwy 124 - Green Lake	29.5	11	0	0	11	0	0
55-14 Green Lake - Meadow Lake	47.8	19	3	0	22	4	0
55-15 Meadow Lake - S Jct Hwy 26	67.4	18	5	0	23	5	0
55-16 Peerless - Alberta Border	52.1	23	0	0	23	0	0
56-01 Indian Head - Katepwa Lake	21.1	4	2	0	6	3	0
56-02 Katepwa Lake - Fort Qu'Appelle	20.2	2	3	0	5	3	0
56-03 Fort Qu'Appelle - Echo Valley	11.3	1	0	0	1	0	0
57-01 Manitoba Border - Jct Hwy 5	19.3	6	2	0	8	5	0
58-01 Jct Hwy 18 - Lafleche	35.6	2	2	0	4	5	0
58-02 Lafleche - Gravelbourg	19.7	5	0	0	5	0	0
58-03 Gravelbourg - Jct Hwy 363	31.8	2	0	0	2	0	0
60-01 Pike Lake - Saskatoon	24.0	20	4	1	25	4	1
80-01 Esterhazy - Churchbridge	31.4	4	0	0	4	0	0
99-10 Jct Hwy 6 - Craven	20.9	2	0	0	2	0	0
102-25 La Ronge - Sucker River	30.3	5	1	0	6	1	0
102-26 Sucker River - Otter Rapids	54.3	7	2	0	9	2	0
102-27 Otter Rapids - Island Lake Cr	52.0	2	4	0	6	9	0
102-28 Island Lake Cr - Waddy River Br	36.4	5	1	0	6	1	0
102-29 Waddy River Br - Southend	43.4	10	2	0	12	5	0
106-01 Smeaton - Jct Hwy 120	68.1	6	2	0	8	2	0
106-02 Jct Hwy 20 - Jct Hwy 165	67.1	5	3	0	8	5	0
106-03 Jct Hwy 165 - Deschambault Lake	82.1	2	1	0	3	2	0
106-04 Deschambault Lake - Jct Hwy 135	40.6	7	0	1	8	1	1
106-05 Jct Hwy 135 - Flin Flon	68.0	4	3	0	7	5	0
120-01 Meath Park - Candle Lake	32.3	4	2	1	7	8	1
120-02 Candle Lake - Lower Fishing Lake	57.8	3	4	0	7	7	0
123-01 Jct Hwy 163 - Kennedy Creek	41.8	7	0	1	8	4	1
123-02 Kennedy Creek - Cumberland Hse.	92.1	5	3	0	8	6	0
135-01 Jct Hwy 106 - Pelican Narrows	51.5	13	1	1	15	4	1

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1987 Traffic Accident Statistics By Highway Control Section

Highway - Control Section	Length in Km's	Property Damage	Accidents			Persons	
			Personal Injury	Fatal	Total	Injured	Fatalities
135-02 Pelican Narrows - Sandy Bay	70.2	8	4	0	12	5	0
155-01 Green Lake - Jct Hwy 101	94.5	21	1	0	22	2	0
155-02 Jct Hwy 101 - Buffalo Narrows	101.2	12	4	2	18	10	2
155-03 Buffalo Narrows - La Loche	105.3	7	3	0	10	7	0
165-01 Jct Hwy 105 - Jct Hwy 2	96.3	3	0	0	3	0	0
165-02 Jct Hwy 2 - Besnard Lake Rd	55.3	0	2	0	2	6	0
165-03 Besnard Lake Rd - Key Lake Rd	56.6	3	1	0	4	1	0
165-04 Key Lake Rd - Jct Hwy 155	66.0	7	4	1	12	8	1
167-01 Sturgeon Weir Riv - Denare Beach	29.7	2	1	0	3	4	0
167-02 Denare Beach - Creighton	20.1	15	5	1	21	9	1
201-01 Broadview - Jct Hwy 247	19.2	4	1	0	5	1	0
202-01 Tuxford - Buffalo Pound Lake	15.5	1	1	0	2	3	0
204-01 Battlefords Provincial Park	5.1	1	0	0	1	0	0
209-01 Jct Hwy 9 - Kenosee Lake	4.2	1	0	0	1	0	0
210-01 Fort Qu'Appelle - Echo Valley	8.9	5	0	0	5	0	0
210-02 Echo Valley - Jct Hwy 10	12.1	7	1	0	8	2	0
211-01 Dundurn - Blackstrap Lake	7.3	1	0	0	1	0	0
212-01 Duck Lake - Saskatchewan River	25.2	1	2	0	3	3	0
219-01 Danielson Provincial Park	4.4	1	0	0	1	0	0
219-02 Jct Hwy 44 - Jct Hwy 15	24.3	3	1	0	4	1	0
219-03 Jct Hwy 15 - White Cap I.R.	38.0	9	2	0	11	2	0
219-04 White Cap I.R. - Saskatoon	32.5	7	2	1	10	3	1
220-01 Bulleya - Rowan's Ravine	22.5	1	1	0	2	1	0
221-01 Jct Hwy 21 - Cypress Hills Prov Park	4.0	2	0	0	2	0	0
224-01 Jct Hwy 4 - Goodsoil	47.2	8	2	0	10	3	0
225-01 Jct Hwy 2 - Jct Hwy 312	36.7	5	2	0	7	3	0
229-01 Jct Hwy 9 - Good Spirit Lake	16.6	2	0	0	2	0	0
229-02 Good Spirit Prov. Park - Jct Hwy 47	6.6	0	1	0	1	1	0
240-01 Jct Hwy 55 - P.A. National Park	40.3	0	0	0	0	0	0
247-01 Jct Hwy 9 - Jct Hwy 47	49.9	2	0	0	2	0	0
255-01 Jct Hwy 55 - Tobin Lake	23.4	1	1	0	2	1	0
261-01 Sask. Landing - Jct Hwy 4	7.9	0	0	0	0	0	0
261-02 Sask. Landing Prov. Park (Jct Hwy 4 W)	3.6	0	0	0	0	0	0
263-01 Jct Hwy 2 - Prince Albert Park	18.1	8	1	0	9	1	0
264-01 Jct Hwy 2 - Prince Albert Park	8.0	2	0	0	2	0	0
271-01 Maple Creek - Cypress Hills	42.9	1	1	0	2	2	0
271-02 Jct Hwy 271-01 - Fort Walsh	9.5	0	0	0	0	0	0
301-01 Jct Hwy 1 - Jct Hwy 202	21.3	2	0	0	2	0	0
302-01 South Sask. River - Prince Albert	38.4	3	4	0	7	6	0
302-02 Prince Albert - 30 Km West	26.9	4	1	0	5	2	0
303-01 Turtleford - Jct Hwy 21	23.2	6	2	0	8	2	0
303-02 E. of Lloydminster - Jct. Hwy 16	17.8	1	0	0	1	0	0
304-01 Jct Hwy 4 - Jct Hwy 26	50.4	12	7	0	19	11	0
305-01 Warman - Jct Hwy 12	7.7	1	3	0	4	5	0
305-02 Jct Hwy 12 - Langham	24.6	2	0	0	2	0	0
306-01 Jct Hwy 35 - Riceton	39.0	0	1	0	1	1	0
306-02 Riceton - Jct Hwy 6	27.8	2	1	0	3	1	0
307-01 Jct Hwy 7 - Smiley	17.8	1	0	0	1	0	0
307-02 Smiley - Jct Hwy 21	29.3	3	1	0	4	1	0
308-01 Manitoba Border - Jct Hwy 8	14.8	2	0	0	2	0	0
309-01 Ebenezer - Rhein	18.3	1	0	0	1	0	0
310-01 Balcarres - Ituna	42.5	4	4	0	8	5	0
310-03 Jct Hwy 52 - Foam Lake	50.5	3	1	0	4	1	0
310-04 Foam Lake - Kuroki	30.4	2	0	0	2	0	0
312-01 Wakaw - Rosthern	40.9	6	2	0	8	4	0
312-02 Rosthern - Jct Hwy 12	37.0	1	0	0	1	0	0
317-01 Jct Hwy 7 - S Jct Hwy 51	46.9	2	0	0	2	0	0
317-02 N Jct Hwy 51 - Jct Hwy 31	45.1	0	0	0	0	0	0
318-01 Carnduff - Alida	27.8	8	0	0	8	0	0
320-01 Jct Hwy 20 - Domremy	26.3	1	0	0	1	0	0
321-01 Liebenthal - Alberta Border	33.2	7	0	1	8	0	1
322-01 Jct Hwy 20 - Jct Hwy 220	26.3	3	0	0	3	0	0
324-01 Jct Hwy 378 - Mayfair	18.6	1	1	0	2	5	0

1987 Traffic Accident Statistics By Highway Control Section

Highway - Control Section	Length in Km's	Property Damage	Accidents			Persons	
			Personal Injury	Fatal	Total	Injured	Fatalities
332-01 Jct Hwy 32 - Hazelton	43.9	4	0	0	4	0	0
334-01 Jct Hwy 13 - Avonlea	62.4	5	0	0	5	0	0
334-02 Avonlea - Corinne	33.9	6	0	0	6	0	0
335-01 Jct Hwy 23 - Jct Hwy 35	21.2	3	0	0	3	0	0
335-02 Jct Hwy 35 - Gronlid	29.7	1	0	1	2	0	1
339-01 Avonlea - Jct Hwy 39	50.1	3	4	0	7	7	0
340-01 Radisson - Hafford	30.6	4	2	0	6	2	0
342-01 Jct Hwy 42 - Beechy	11.8	1	0	0	1	0	0
342-02 Beechy - Clearwater Lake	43.2	7	0	0	7	0	0
342-03 Clearwater Lake - Jct Hwy 4	7.5	0	1	0	1	1	0
343-01 Jct Hwy 4 - Simmie	32.9	5	0	0	5	0	0
349-10 Jct Hwy 38 - Acherwill	23.1	2	0	0	2	0	0
349-11 Jct Hwy 35 - Naicam	32.6	0	0	0	0	0	0
350-01 U.S. Border - Jct Hwy 18	16.3	0	0	0	0	0	0
354-01 Bethune - Dilke	20.6	2	1	0	3	1	0
355-01 Meath Park - Spruce Home	28.0	1	2	0	3	5	0
355-02 Spruce Home - 11 km west	11.0	1	1	0	2	1	0
357-01 Togo - Jct Hwy 8	20.4	2	0	0	2	0	0
358-01 Wood Mountain - Limerick	42.6	2	1	0	3	1	0
361-11 Manitoba Border - Jct Hwy 8	18.8	0	0	0	0	0	0
361-12 Jct Hwy 8 - Jct Hwy 9	47.9	5	0	0	5	0	0
361-13 Jct Hwy 9 - Jct Hwy 47	55.2	7	0	1	8	4	1
363-01 Moose Jaw - Courval	70.6	5	0	0	5	0	0
363-02 Courval - Hodgeville	57.5	7	1	0	8	1	0
363-03 Hodgeville - Jct Hwy 4	71.6	10	0	0	10	0	0
364-01 Balgonie - Edgeley	36.5	5	4	0	9	7	0
365-01 Watrous - Plunkett	35.3	5	0	0	5	0	0
367-01 Eyebrow - Jct Hwy 19	23.8	5	0	0	5	0	0
368-01 Muenster - St. Brieux	56.5	15	2	1	18	7	2
368-02 St. Brieux - Beatty	33.4	5	1	0	6	1	0
369-01 Jct Hwy 10 - Togo	20.6	1	0	0	1	0	0
371-01 Fox Valley - Alberta Border	41.5	3	2	0	5	4	0
373-01 Jct Hwy 42 - Birsay	14.0	1	0	0	1	0	0
376-01 Jct Hwy 14 - Arelee	29.4	5	1	0	6	2	0
376-02 Arelee - Sonningdale	26.1	2	1	0	3	1	0
376-03 Sonningdale - Maymont	21.4	5	0	0	5	0	0
376-04 Maymont - Jct Hwy 40	18.0	3	1	0	4	2	0
376-05 Jct Hwy 40 - Jct Hwy 324	25.9	0	0	0	0	0	0
377-01 Radville - Ceylon	22.9	3	1	0	4	1	0
378-01 Jct Hwy 4 - Rabbit Lake	67.0	6	2	0	8	3	0
378-02 Rabbit Lake - Spiritwood	41.6	2	0	0	2	0	0
379-01 McMahon - Wymark	18.4	2	1	0	3	1	0
381-01 MacNutt - Jct Hwy 8	24.6	1	0	0	1	0	0
397-01 Allan - Elstow	12.4	1	0	0	1	0	0
Other*		38	11	3	52	19	3
Total		4,010	1,048	92	5,150	1,888	119

* Includes industrial access roads, northern tributaries, stub-connectors, service roads and not stated control sections.

Different levels of accident aggregation are necessary for a meaningful understanding of accidents and the development of suitable countermeasures. It is most important to know where accidents are happening, as well as when, how and to whom. These sections of the report group accidents in a way that various jurisdictions can review their accident frequency. The next level breakdown that TAIS provides is the exact location detailed listings. This data is not published in this report but is sent out to each individual jurisdiction for their own use in accident studies.

Provincial highway accidents are summarized by control sections. These sections are permanent unit lengths of highway described by reference points such as junctions, urban limits or other geographical locations. Traffic volumes in the form of the average annual daily travel (AADT) for these sections can be obtained from the Design and Traffic Safety Branch for anyone wishing to calculate accident rates on a specific section.

Saskatchewan Department of Highways and Transportation use these data and other associated analysis to develop an annual program for the provincial highway system. Studies of specific locations are valuable for the design of countermeasures at accident prone locations.

In 1987, 5,150 accidents occurred on provincial highways. This represents 15.0% of the total accidents in Saskatchewan.

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1987 Traffic Accident Statistics by Urban Community Cities

	Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed	1986 Census Population	Accident/ 100 Population
Estevan	255	59	1	315	79	1	10,161	3.1
Lloydminster	260	22	0	282	28	0	7,155	3.9
Melfort	87	8	1	96	11	2	6,078	1.6
Melville	88	16	0	104	14	0	5,123	2.0
Moose Jaw	995	206	1	1,202	284	1	35,073	3.4
North Battleford	545	110	1	656	182	2	14,876	4.4
Prince Albert	705	134	3	842	183	3	33,686	2.5
Regina	5,752	1,766	8	7,526	2,407	8	175,064	4.3
Saskatoon	7,706	1,133	11	8,850	1,477	13	177,641	5.0
Swift Current	394	92	2	488	119	2	15,666	3.1
Weyburn	168	44	0	212	54	0	10,153	2.1
Yorkton	376	93	2	471	148	2	15,574	3.0
Total	17,331	3,683	30	21,044	4,986	34	506,598	4.2

1987 Traffic Accident Statistics By Urban Community Towns and Villages with a Population over 250

Urban Community	1986 Census Population	Property Damage	Accidents			Persons	
			Personal Injury	Fatal	Total	Number Injured	Number Fatalities
Aberdeen	515	3	1	0	4	1	0
Abernethy	261	0	0	0	0	0	0
Alameda	318	2	1	0	3	1	0
Allan	806	2	1	0	3	4	0
Alsask	576	3	0	0	3	0	0
Arboretfield	439	7	0	0	7	0	0
Archerwill	284	3	0	0	3	0	0
Arcola	539	7	0	1	8	1	1
Asquith	557	1	0	0	1	0	0
Assiniboia	3,001	43	13	0	56	17	0
Avonlea	433	5	0	0	5	0	0
Balcarres	706	5	0	0	5	0	0
Balgonie	901	8	0	0	8	0	0
Battleford	3,833	51	5	0	56	5	0
Beauval	656	2	0	0	2	0	0
Beechy	299	3	0	0	3	0	0
Bengough	569	3	0	0	3	0	0
Bethune	373	2	0	0	2	0	0
Bienfait	833	8	0	0	8	0	0
Big River	815	17	1	0	18	1	0
Biggar	2,626	34	10	1	45	15	2
Birch Hills	947	4	1	0	5	1	0
Bjorkdale	301	1	0	0	1	0	0
Blaine Lake	670	5	1	0	6	3	0
Bredenbury	462	8	1	0	9	1	0
Broadview	837	3	1	0	4	1	0
Bruno	784	5	0	0	5	0	0
Buchanan	377	0	0	0	0	0	0
Buffalo Narrows	1,183	20	2	1	23	4	1
Cabri	628	4	0	0	4	0	0
Candle Lake	284	0	1	0	1	2	0
Canora	2,602	43	1	0	44	1	0
Canwood	355	4	1	0	5	1	0
Carlyle	1,172	23	2	0	25	2	0
Carnduff	1,090	12	0	0	12	0	0
Carrot River	1,101	13	3	0	16	6	0
Central Butte	548	6	1	0	7	3	0
Chaplin	399	4	0	0	4	0	0
Choiceland	528	5	0	0	5	0	0

1987 Traffic Accident Statistics By Urban Community

Towns and Villages with a Population over 250

Urban Community	1986 Census Population	Property Damage	Accidents		Total	Persons	
			Personal Injury	Fatal		Number Injured	Number Fatalities
Churchbridge	1,035	6	1	0	7	4	0
Climax	268	1	0	0	1	0	0
Codette	270	1	0	0	1	0	0
Coleville	472	3	0	0	3	0	0
Colonsay	485	1	0	0	1	0	0
Coronach	1,006	3	1	0	4	1	0
Craik	565	3	0	0	3	0	0
Creighton	1,620	15	4	1	20	5	1
Cudworth	873	11	0	0	11	0	0
Cumberland House	862	3	2	0	5	2	0
Cupar	641	9	1	0	10	1	0
Cut Knife	583	8	0	0	8	0	0
Dalmeny	1,328	3	3	0	6	7	0
Davidson	1,183	25	4	0	29	4	0
Debden	423	11	0	0	11	0	0
Delisle	986	9	1	0	10	1	0
Denare Beach	712	4	0	0	4	0	0
Dinsmore	398	3	0	0	3	0	0
Doddsland	285	1	0	0	1	0	0
Duck Lake	672	12	0	0	12	0	0
Dundurn	522	5	0	0	5	0	0
Earl Grey	320	4	1	0	5	1	0
Eastend	696	8	0	0	8	0	0
Eatonia	563	8	2	0	10	3	0
Edam	440	4	0	0	4	0	0
Elbow	323	5	0	0	5	0	0
Elrose	685	4	2	0	6	2	0
Esterhazy	3,083	43	7	0	50	10	0
Eston	1,383	21	1	0	22	1	0
Fillmore	350	2	0	0	2	0	0
Flin Flon	348	7	3	0	10	3	0
Foam Lake	1,535	14	3	0	17	3	0
Fort Qu'Appelle	1,915	42	8	1	51	15	1
Fox Valley	394	7	0	0	7	0	0
Frontier	483	2	0	0	2	0	0
Gainsborough	325	2	1	0	3	1	0
Glaslyn	480	4	1	0	5	2	0
Glenavon	262	6	1	0	7	2	0
Goodsoil	269	1	0	0	1	0	0
Govan	405	1	0	0	1	0	0
Gravelbourg	1,305	9	1	0	10	1	0
Grayson	275	5	1	0	6	1	0
Green Lake	546	4	1	0	5	1	0
Grenfell	1,274	15	1	0	16	2	0
Gull Lake	1,164	29	2	0	31	2	0
Hafford	533	7	1	0	8	1	0
Hague	655	8	1	0	9	1	0
Hanley	493	7	4	0	11	6	0
Harris	277	0	0	0	0	0	0
Hepburn	451	0	0	0	0	0	0
Herbert	964	5	1	0	6	1	0
Hodgeville	287	4	1	0	5	1	0
Hudson Bay	2,133	28	4	0	32	4	0
Humboldt	5,089	140	13	0	153	16	0
Ile a la Crosse	1,030	10	2	1	13	12	1
Imperial	414	5	1	0	6	1	0
Indian Head	1,886	26	5	0	31	6	0
Invermay	384	1	0	0	1	0	0
Ituna	902	6	2	0	8	2	0
Kamsack	2,565	31	9	0	40	13	0

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1987 Traffic Accident Statistics By Urban Community Towns and Villages with a Population over 250

Urban Community	1986 Census Population	Property Damage	Accidents		Total	Persons	
			Personal Injury	Fatal		Number Injured	Number Fatalities
Kelliher	402	3	0	0	3	0	0
Kelvington	1,084	20	3	0	23	3	0
Kenaston	359	1	0	0	1	0	0
Kennedy	305	2	0	0	2	0	0
Kerrobert	1,288	34	2	0	36	4	0
Kinderlsey	4,912	101	21	1	123	33	1
Kinistino	736	7	0	0	7	0	0
Kipling	1,033	12	3	0	15	4	0
Kyle	552	6	0	0	6	0	0
La Loche	1,623	15	3	0	18	5	0
La Ronge	2,696	34	11	0	45	16	0
Lafleche	562	6	0	0	6	0	0
Laird	266	1	0	0	1	0	0
Lake Lenore	370	0	1	0	1	1	0
Lampman	660	6	0	0	6	0	0
Landis	269	1	0	0	1	0	0
Langenburg	1,371	14	0	0	14	0	0
Langham	1,193	2	0	0	2	0	0
Lanigan	1,698	20	2	0	22	4	0
Lashburn	873	8	0	0	8	0	0
Leader	1,130	15	2	0	17	2	0
Leask	460	7	0	1	8	1	1
Lemberg	437	3	3	1	7	3	1
Leoville	394	5	0	0	5	0	0
Leroy	521	5	0	0	5	0	0
Lestock	369	4	1	0	5	1	0
Lipton	372	1	0	0	1	0	0
Loon Lake	372	5	0	0	5	0	0
Lucky Lake	382	8	0	0	8	0	0
Lumsden	1,369	15	1	0	16	1	0
Luseland	691	12	0	0	12	0	0
Macklin	1,131	13	0	0	13	0	0
Maidstone	1,112	17	1	0	18	2	0
Mankota	394	2	0	0	2	0	0
Manor	419	4	1	0	5	1	0
Maple Creek	2,452	38	4	0	42	5	0
Marshall	636	3	0	0	3	0	0
Martensville	2,760	15	5	0	20	8	0
Maryfield	422	7	0	0	7	0	0
Meadow Lake	3,976	97	17	0	114	28	0
Midale	545	1	1	0	2	3	0
Middle Lake	261	1	0	0	1	0	0
Milestone	624	2	3	0	5	6	0
Montmartre	510	3	2	0	5	3	0
Moosomin	2,557	52	7	0	59	11	0
Morse	372	6	0	0	6	0	0
Mortlach	311	2	1	0	3	1	0
Mossbank	450	4	0	0	4	0	0
Muenster	385	2	0	0	2	0	0
Naicam	902	11	1	0	12	1	0
Neilburg	368	4	1	0	5	2	0
Neudorf	383	4	1	0	5	1	0
Nipawin	4,588	105	12	0	117	17	0
Nokomis	538	3	0	0	3	0	0
Norquay	575	7	1	0	8	2	0
Odessa	223	4	0	0	4	0	0
Ogema	413	6	0	0	6	0	0
Osler	594	2	0	0	2	0	0
Outlook	2,137	35	3	0	38	3	0
Oxbow	1,229	17	1	0	18	1	0

1987 Traffic Accident Statistics By Urban Community

Towns and Villages with a Population over 250

Urban Community	1986 Census Population	Property Damage	Accidents		Total	Persons	
			Personal Injury	Fatal		Number Injured	Number Fatalities
Pangman	270	1	1	0	2	1	0
Paradise Hill	494	6	0	0	6	0	0
Pelly	404	4	0	0	4	0	0
Pense	523	2	0	0	2	0	0
Perdue	400	5	1	1	7	1	1
Pierceland	501	9	0	0	9	0	0
Pilot Butte	1,387	7	1	1	9	1	0
Pinehouse	682	1	0	0	1	0	0
Ponteix	702	5	2	0	7	2	0
Porcupine Plain	918	16	4	0	20	4	0
Preeceville	1,272	23	4	0	27	4	0
Punnichy	388	6	0	0	6	0	0
Qu'Appelle	714	5	1	0	6	1	0
Quill Lake	517	6	1	0	7	1	0
Radisson	434	4	0	0	4	0	0
Radville	960	19	0	0	19	0	0
Raymore	689	7	5	0	12	13	0
Redvers	924	19	0	0	19	0	0
Regina Beach	792	14	2	0	16	3	0
Rocanville	920	15	3	0	18	3	0
Rockglen	565	7	0	0	7	0	0
Rose Valley	501	6	0	0	6	0	0
Rosetown	2,663	50	8	0	58	10	0
Rosthern	1,594	21	0	0	21	0	0
Rouleau	495	3	0	0	3	0	0
Saltcoats	594	4	0	0	4	0	0
Sandy Bay	875	3	0	0	3	0	0
Semans	356	6	0	0	6	0	0
Shaunavon	2,153	34	2	1	37	2	1
Sheho	258	3	0	0	3	0	0
Shellbrook	1,238	19	1	0	20	1	0
Smeaton	300	1	0	0	1	0	0
Southey	684	4	0	0	4	0	0
Spalding	357	2	0	0	2	0	0
Spiritwood	1,025	17	0	0	17	0	0
Springside	603	5	0	0	5	0	0
Spy Hill	352	2	0	0	2	0	0
St. Brieux	429	5	1	0	6	1	0
St. Louis	452	4	0	0	4	0	0
St. Walburg	755	5	0	1	6	0	1
Star City	581	6	0	0	6	0	0
Stockholm	406	1	0	0	1	0	0
Stoughton	749	13	0	0	13	0	0
Strasbourg	826	3	1	0	4	1	0
Sturgis	796	7	0	0	7	0	0
Theodore	472	3	1	0	4	2	0
Tisdale	3,184	58	8	0	60	11	0
Tompkins	286	1	0	0	1	0	0
Torquay	321	1	0	0	1	0	0
Turtleford	491	6	1	0	7	2	0
Unity	2,471	50	9	0	59	14	0
Vanguard	279	4	1	0	5	1	0
Vanscoy	322	2	1	0	3	1	0
Viscount	364	3	0	0	3	0	0
Vonda	329	3	0	0	3	0	0
Wadena	1,602	16	2	0	18	2	0
Wakaw	1,010	12	1	0	13	1	0
Waldheim	814	3	0	0	3	0	0
Wapella	476	4	0	0	4	0	0
Warman	2,455	17	4	0	21	4	0

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1987 Traffic Accident Statistics by Urban Community Towns and Villages with a Population over 250

Urban Community	1986 Census Population	Property Damage	Accidents		Total	Persons	
			Personal Injury	Fatal		Number Injured	Number Fatalities
Watrous	1,953	32	7	0	39	8	0
Watson	964	16	2	0	18	2	0
Wawota	676	8	1	0	9	1	0
Weldon	277	0	0	0	0	0	0
White City	783	1	3	0	4	5	0
White Fox	464	5	0	0	5	0	0
Whitewood	1,107	10	2	1	13	5	1
Wilkie	1,526	18	3	0	21	3	0
Willow Bunch	492	1	0	0	1	0	0
Wolseley	896	14	1	0	15	3	0
Wynyard	2,079	40	7	0	47	13	0
Yellow Grass	557	2	1	1	4	1	1
Young	427	1	0	0	1	0	0
Zenon Park	286	1	0	0	1	0	0
Towns and Villages under 250 population		263	48	3	343	79	3
Total		2,614	356	14	2,955	525	15

Listing of accidents by urban location is a feature of TAIS that provides a direct service to urban municipalities. This is the ninth year this data has been available. All reported accidents which occurred within the urban limits are shown.

The Traffic Accident Information System has a further feature that lists the details of all reported accidents of each town and city by location, such as specific intersections. This information and other summaries are provided directly to urban municipal offices and police departments.

Typical summaries provided annually are:

- The number and severity of accidents by month, day and hour occurrence.
- The number and severity of accidents by road surface condition and the number by accident configuration and road surface condition.
- The major contributing factor and charges laid as a result of accidents by driver age groups.
- The types of vehicles involved by severity of the accident.
- The number of drivers, passengers, pedestrians and cyclists injured and killed by month.
- The number of drivers involved in accidents by age groups.

Quick Additional Facts on 1987 Urban Accidents

- 24,341 or 71% of all reported accidents occurred in Urban areas.
- 21,044 or 86% of Urban accidents occurred in Saskatchewan Cities.
- 67% of the Urban accidents occur in Regina and Saskatoon.
- 3,427 or 14.1% were single vehicle accidents.
- 342 were motorcycle accidents.
- 323 involved bicyclists.
- 445 involved pedestrians.
- Urban accidents accounted for over \$56 million property damages.

1987 Traffic Accident Statistics By Rural Municipality

Rural Municipality	Property Damage	Accidents			Persons	
		Personal Injury	Fatal	Total	Injured	Fatalities
001 Argyle	10	0	0	10	0	0
002 Mount Pleasant	16	1	0	17	1	0
003 Enniskillen	17	0	0	17	0	0
004 Coalfields	10	3	1	14	6	1
005 Estevan	19	8	0	27	13	0
006 Cambria	14	2	0	16	2	0
007 Souris Valley	5	1	0	6	2	0
008 Lake Alma	2	1	0	3	1	0
009 Surprise Valley	3	0	0	3	0	0
010 Happy Valley	2	2	0	4	6	0
011 Hart Butte	11	1	0	12	1	0
012 Poplar Valley	6	1	0	7	1	0
017 Val Marie	6	2	0	8	2	0
018 Lone Tree	0	0	0	0	0	0
019 Frontier	7	1	0	8	3	0
031 Storthoaks	12	2	0	14	2	0
032 Reciprocity	24	4	0	28	4	0
033 Moose Creek	19	1	1	21	2	5
034 Browning	22	3	0	25	5	0
035 Benson	9	1	0	10	2	0
036 Cymri	18	1	0	19	5	0
037 Lomond	9	1	0	10	1	0
038 Laurier	10	2	0	12	2	0
039 The Gap	3	1	0	4	5	0
040 Bengough	5	3	0	8	5	0
042 Willow Bunch	5	3	0	8	4	0
043 Old Post	11	3	0	14	7	0
044 Waverly	8	2	0	10	2	0
045 Mankota	5	1	0	6	1	0
046 Glen McPherson	2	0	0	2	0	0
049 White Valley	18	3	0	21	4	0
051 Reno	2	3	0	5	5	0
061 Antler	11	2	0	13	2	0
063 Moose Mountain	9	5	0	14	9	0
064 Brock	11	4	0	15	7	0
065 Tecumseh	7	3	0	10	3	0
066 Griffin	9	4	0	13	4	0
067 Weyburn	11	0	0	11	0	0
068 Brokenshell	6	1	0	7	1	0
069 Norton	1	2	0	3	2	0
070 Key West	3	4	0	7	8	0
071 Excel	6	0	0	6	0	0
072 Lake of the Rivers	10	5	0	15	7	0
073 Stonehedge	6	1	0	7	2	0
074 Wood River	7	1	0	8	1	0
075 Pinto Creek	10	0	0	10	0	0
076 Auverge	9	1	0	10	1	0
077 Wise Creek	3	1	0	4	1	0
078 Grassy Creek	7	0	0	7	0	0
079 Arlington	5	2	0	7	3	0
091 Maryland	7	5	0	12	13	0
092 Walpole	18	2	0	20	2	0
093 Wawken	9	3	0	12	6	0
094 Hazelwood	8	1	0	9	1	0
095 Golden West	13	0	1	14	0	1
096 Fillmore	8	0	0	8	0	0
097 Wellington	4	2	0	6	6	0
098 Scott	7	1	0	8	1	0
099 Caledonia	5	4	0	9	7	0
100 Elmsthorpe	5	3	0	8	5	0
101 Terrell	7	1	0	8	1	0
102 Lake Johnston	1	3	0	4	4	0
103 Sutton	3	1	0	4	1	0

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1987 Traffic Accident Statistics By Rural Municipality

Rural Municipality	Property Damage	Accidents			Total	Persons	
		Personal Injury	Fatal			Injured	Fatalities
104 Gravelbourg	11	2	0		13	2	0
105 Glen Bain	1	0	1		2	0	1
106 Whiska Creek	10	1	0		11	1	0
107 Lac Pelletier	2	3	0		5	8	0
108 Bone Creek	4	0	0		4	0	0
109 Carmichael	13	0	0		13	0	0
110 Piapot	10	0	0		10	0	0
111 Maple Creek	18	4	1		23	6	1
121 Moosomin	13	2	0		15	2	0
122 Martin	11	5	0		16	6	0
123 Silverwood	8	4	0		12	4	0
124 Kingsley	14	2	1		17	6	1
125 Chester	10	3	2		15	4	2
126 Monmartre	22	6	0		28	9	0
127 Francis	9	0	0		9	0	0
128 Lajord	8	2	1		11	4	2
129 Bratt's Lake	10	2	0		12	2	0
130 Redburn	6	3	0		9	4	0
131 Baildon	6	0	0		6	0	0
132 Hillborough	2	0	0		2	0	0
133 Rodgers	3	1	0		4	1	0
134 Shamrock	5	0	0		5	0	0
135 Lawtonia	4	1	0		5	1	0
136 Coulee	9	4	0		13	4	0
137 Swift Current	26	2	0		28	4	0
138 Webb	12	1	0		13	1	0
139 Gull Lake	25	0	0		25	0	0
141 Big Stick	2	0	0		2	0	0
142 Enterprise	6	1	0		7	1	0
151 Rocanville	24	2	0		26	2	0
152 Spy Hill	19	9	0		28	11	0
153 Willowdale	7	0	0		7	0	0
154 Elcapo	11	1	0		12	5	0
155 Wolseley	9	4	0		13	7	0
156 Indian Head	10	8	0		18	15	0
157 South Qu'Appelle	12	4	0		16	5	0
158 Edenwold	21	16	0		37	27	0
159 Sherwood	49	22	1		72	31	1
160 Pense	7	5	0		12	6	0
161 Moose Jaw	14	1	0		15	2	0
162 Caron	2	5	0		7	6	0
163 Wheatlands	6	2	0		8	4	0
164 Chaplin	8	0	0		8	0	0
165 Morse	13	3	1		17	6	1
166 Excelsior	13	3	0		16	9	0
167 Saskatchewan Landing	22	2	0		24	2	0
168 Riverside	15	0	0		15	0	0
169 Pittville	8	2	0		10	2	0
171 Fox Valley	9	1	0		10	2	0
181 Langenburg	11	1	0		12	5	0
183 Fertile Belt	38	10	0		48	13	0
184 Grayson	10	3	1		14	5	1
185 McLeod	22	6	0		28	7	0
186 Abernethy	10	8	0		18	20	0
187 North Qu'Appelle	16	3	1		20	6	1
189 Lumsden	23	11	0		34	18	0
190 Dufferin	16	1	0		17	1	0
191 Marquis	10	4	0		14	9	0
193 Eyebrow	2	1	1		4	2	1
194 Enfield	10	3	0		13	5	0
211 Churchbridge	14	3	0		17	4	0
213 Saltcoats	11	0	0		11	0	0
214 Cana	10	4	0		14	4	0

1987 Traffic Accident Statistics By Rural Municipality

Rural Municipality		Property Damage	Accidents			Persons	
			Personal Injury	Fatal	Total	Injured	Fatalities
215	Stanley	12	4	0	16	6	0
216	Tullymet	1	0	0	1	0	0
217	Lipton	17	4	1	22	6	1
218	Cupar	14	3	0	17	4	0
219	Longlaketon	13	5	0	18	5	0
220	McKillop	10	1	1	12	4	1
221	Sarnia	10	1	1	12	2	1
222	Craik	8	6	1	15	8	1
223	Huron	4	0	0	4	0	0
224	Maple Bush	3	2	0	5	3	0
225	Canaan	5	3	0	8	5	0
226	Victory	8	3	0	11	4	0
228	Lacadena	10	2	0	12	3	0
229	Miry Creek	8	1	0	9	1	0
230	Clinworth	10	0	0	10	0	0
231	Happyland	11	5	0	16	11	0
232	Deer Forks	4	1	0	5	1	0
241	Calder	11	1	0	12	1	0
243	Wallace	13	3	0	16	3	0
244	Orkney	18	4	0	22	6	0
245	Garry	9	1	0	10	1	0
246	Ituna Bon Accord	13	2	0	15	3	0
247	Kellross	9	4	0	13	4	0
248	Touchwood	14	6	1	21	11	1
250	Last Mountain Valley	11	1	0	12	1	0
251	Big Arm	7	2	0	9	3	0
252	Arm River	4	3	0	7	3	0
253	Willner	7	1	0	8	2	0
254	Loreburn	5	0	0	5	0	0
255	Coteau	9	2	0	11	3	0
256	King George	5	2	0	7	2	0
257	Monet	5	2	0	7	2	0
259	Snipe Lake	13	3	0	16	4	0
260	Newcombe	7	3	0	10	4	0
261	Chesterfield	15	2	0	17	4	0
271	Cote	12	4	0	16	4	0
273	Sliding Hills	8	6	1	15	10	1
274	Good Lake	10	1	0	11	1	0
275	Insinger	7	2	0	9	2	0
276	Foam Lake	20	8	1	29	12	1
277	Emerald	15	4	0	19	5	0
278	Kutawa	8	7	2	17	13	2
279	Mount Hope	10	3	0	13	5	0
280	Wreford	1	1	0	2	1	0
281	Wood Creek	3	1	0	4	1	0
282	McCraney	8	2	0	10	2	0
283	Rosedale	7	2	1	10	5	1
284	Rudy	5	2	0	7	2	0
285	Fertile Valley	4	3	0	7	4	0
286	Milden	7	3	0	10	4	0
287	St. Andrews	3	5	0	8	13	0
288	Pleasant Valley	7	0	0	7	0	0
290	Kindersley	18	8	1	27	11	1
292	Milton	2	0	0	2	0	0
301	St. Philips	3	2	0	5	3	0
303	Keys	11	2	0	13	3	0
304	Buchanan	6	2	0	8	2	0
305	Invermay	10	3	0	13	4	0
307	Elfros	11	4	0	15	5	0
308	Big Quill	11	5	0	16	8	0
309	Prairie Rose	2	1	0	3	1	0
310	Usborne	10	9	0	19	12	0
312	Morris	10	4	1	15	6	1

Section 12

1987 Traffic Accident Statistics By Rural Municipality

Rural Municipality	Property Damage	Accidents			Persons	
		Personal Injury	Fatal	Total	Injured	Fatalities
313 Lost River	5	3	0	8	6	0
314 Dundurn	8	3	0	11	5	0
315 Montrose	6	0	0	6	0	0
316 Harris	7	3	0	10	4	0
317 Marriott	8	1	0	9	1	0
318 Mountain View	7	0	0	7	0	0
319 Winslow	4	3	1	8	6	1
320 Oakdale	12	0	0	12	0	0
321 Prairiedale	4	2	0	6	2	0
322 Antelope Park	9	1	1	11	1	1
331 Livingston	12	2	0	14	2	0
333 Clayton	10	3	0	13	3	0
334 Preeceville	18	7	0	25	7	0
335 Hazel Dell	8	1	0	9	6	0
336 Sasman	14	7	0	21	9	0
337 Lakeview	9	5	0	14	9	0
338 Lakeside	9	4	0	13	4	0
339 Leroy	3	0	0	3	0	0
340 Wolverine	7	3	0	10	4	0
341 Viscount	2	3	2	7	4	3
342 Colonsay	0	0	0	0	0	0
343 Blucher	14	3	0	17	3	0
344 Corman Park	94	43	0	137	62	0
345 Vanscoy	24	9	1	34	19	1
346 Perdue	9	0	0	9	0	0
347 Biggar	13	6	0	19	13	0
349 Grandview	6	0	0	6	0	0
350 Mariposa	8	2	0	10	4	0
351 Progress	7	3	1	11	8	1
352 Heart's Hill	6	2	0	8	3	0
366 Kelvington	14	4	0	18	7	0
367 Ponass Lake	9	6	0	15	10	0
368 Spalding	10	4	0	14	9	0
369 St. Peter	17	5	0	22	10	0
370 Humboldt	9	2	0	11	2	0
371 Bayne	19	3	0	22	5	0
372 Grant	11	2	1	14	5	1
373 Aberdeen	6	3	1	10	6	1
376 Eagle Creek	4	2	0	6	2	0
377 Glenside	8	1	0	9	3	0
378 Rosemount	3	0	0	3	0	0
379 Reford	9	0	0	9	0	0
380 Tramping Lake	11	2	0	13	2	0
381 Grass Lake	6	2	0	8	2	0
382 Eye Hill	14	4	0	18	4	0
394 Hudson Bay	18	4	0	22	5	0
395 Porcupine	26	3	0	29	4	0
397 Barrier Valley	9	5	0	14	8	0
398 Pleasantdale	13	2	0	15	2	0
399 Lake Lenore	24	1	0	25	2	0
400 Three Lakes	18	1	0	19	1	0
401 Hoodoo	18	2	0	20	2	0
402 Fish Creek	4	2	0	6	6	0
403 Rosthern	6	10	0	16	17	0
404 Laird	6	2	0	8	2	0
405 Great Bend	6	1	0	7	3	0
406 Mayfield	8	2	0	10	2	0
408 Prairie	9	4	0	13	8	0
409 Buffalo	6	0	0	6	0	0
410 Round Valley	7	2	0	9	3	0
411 Senlac	13	2	0	15	4	0
426 Bjorkdale	21	2	0	23	2	0
427 Tisdale	16	5	0	21	6	0

1987 Traffic Accident Statistics By Rural Municipality

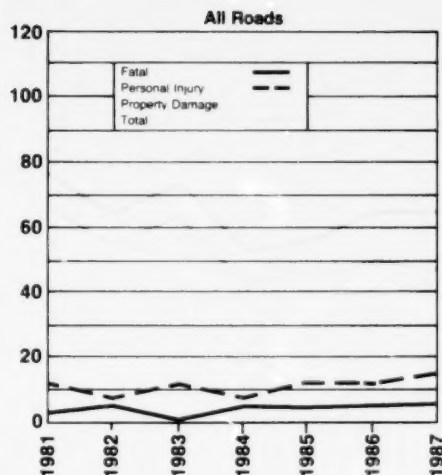
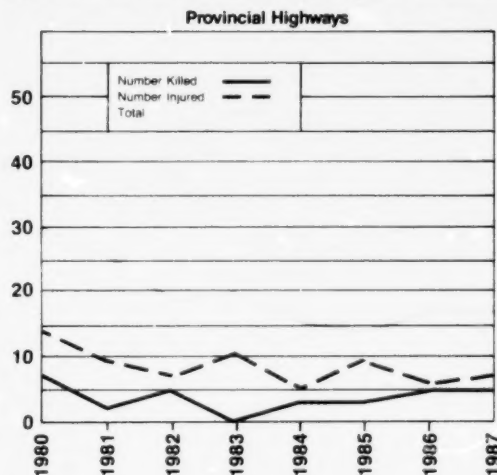
Rural Municipality	Property Damage	Accidents			Persons	
		Personal Injury	Fatal	Total	Injured	Fatalities
428 Star City	18	6	0	24	7	0
429 Fielt's Springs	9	2	1	12	2	1
430 Invergordon	16	0	1	17	2	1
431 St. Louis	15	5	0	20	8	0
434 Blaine Lake	7	1	0	8	1	0
435 Redberry	10	3	0	13	5	0
436 Douglas	6	0	0	6	0	0
437 North Battleford	5	4	0	9	7	0
438 Battle River	13	3	0	16	4	0
439 Cut Knife	13	5	0	18	11	0
440 Hillsdale	17	4	0	21	4	0
442 Manitou Lake	11	2	0	13	2	0
456 Arborfield	6	2	1	9	6	1
457 Connaught	11	2	0	13	2	0
458 Willow Creek	10	2	0	12	2	0
459 Kinistino	6	8	0	14	14	0
460 Birch Hills	9	3	0	12	3	0
461 Prince Albert	10	5	0	15	15	0
463 Duck Lake	7	2	0	9	2	0
464 Leask	13	4	0	17	11	0
466 Meeting Lake	17	3	0	20	3	0
467 Round Hill	7	1	0	8	1	0
468 Meota	15	4	0	19	8	0
469 Turtle River	11	1	0	12	1	0
470 Paynton	5	1	1	7	4	2
471 Eldon	10	6	0	16	7	0
472 Wilton	26	5	1	32	11	1
486 Moose Range	9	4	0	13	10	0
487 Nipawin	20	4	0	24	8	0
488 Torch River	22	6	0	28	6	0
490 Garden River	5	2	1	8	2	1
491 Buckland	18	6	0	24	8	0
493 Shellbrook	15	5	0	20	7	0
494 Canwood	31	11	1	43	18	1
496 Spiritwood	29	7	1	37	13	1
497 Medsted	10	1	0	11	1	0
498 Parkdale	15	1	0	16	2	0
499 Mervin	18	6	0	24	11	0
501 Frenchman Butte	30	7	0	37	12	0
502 Britannia	32	11	0	43	14	0
520 Paddockwood	6	4	0	10	6	0
521 Lakeland	7	0	0	7	0	0
529 Greenfield	10	3	0	13	3	0
555 Big River	17	4	0	21	5	0
561 Loon Lake	19	4	0	23	5	0
588 Meadow Lake	42	7	0	49	11	0
622 Beaver River	27	3	0	30	4	0
Total	3,256	882	42	4,180	1,380	49

With the inception of TAIS it was possible for the first time to study traffic accidents occurring on rural municipal roads. Each specific accident is identified by land location codes enabling studies of problem locations that may be accident prone. This data enables rural municipalities and the Department of Rural Development to embark on specific traffic safety programs.

In 1987, 4,180 accidents occurred on rural roads. This represents 12.2% of the total accidents in Saskatchewan.

Section 13

Accidents in Construction/Repair Zones



60 km/h Speed Limit When Passing Highway Workers

The 60 km/h speed limit when passing highway workers on Saskatchewan Highways was instituted to provide greater safety for highway workers, and the motoring public.

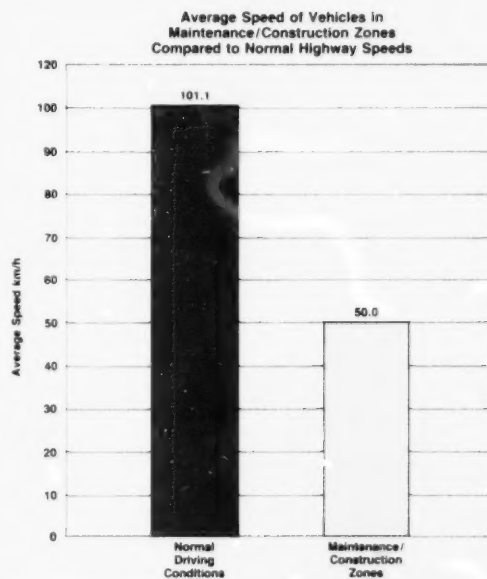
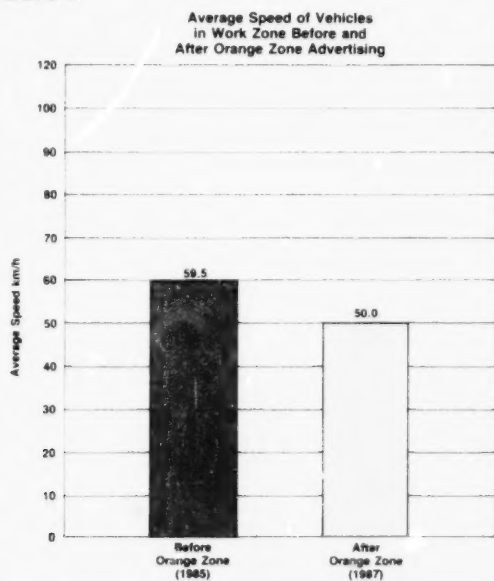
Legislation reducing the speed limit to 60 km/h was passed on June 29, 1983. In June 1987 an advertising campaign was initiated promoting the 60 km/h speed zone as the Orange Zone.

During the summer of 1987 speed surveys were conducted in four maintenance zones to determine the effectiveness of the 60 km/h speed limit and the Orange Zone Campaign.

A summary of the study findings is as follows:

- The average speed in maintenance areas was 50.0 km/h which compares to an average speed of 59.5 km/h prior to the Orange Zone advertising campaign.
- The 85th percentile (the speed at or below which 85% of the vehicles are travelling) was 61.0 km/h which compares to an 85th percentile speed of 74.7 km/h prior to the Orange Zone Campaign.

It is interesting to note that the number of accidents in construction/maintenance zones has decreased from a per year average of 244 before the 60 km/h speed zone legislation to a per year average of 167 after the legislation.



Results of 1987 Night-time Driver Survey

The results from a 1987 study on night-time drinking and driving show that alcohol use by night-time drivers has remained constant over the past six years. The study, conducted by the Transportation Centre of the University of Saskatchewan on behalf of Transport Canada and SGI, is an ongoing Transport Canada program, in which Saskatchewan last participated in 1981.

In late May and June, 1987, 4,077 drivers were asked to participate in a voluntary, anonymous survey to record such information as their age, alcohol consumption and purpose of their trip. 98% agreed to an interview and 94% gave a breath sample. Results indicated that 3.6% of drivers surveyed had a blood alcohol content over .08, compared to the 1981 level of 3.3%

Survey Results

- 3.6% of drivers surveyed had a blood alcohol content over .08, the legal limit for impairment. This is virtually unchanged from the 1981 level of 3.3%.
- The percentage of drivers who had been drinking, but did not exceed the legal limit for impairment dropped slightly from 12.7% in 1981 to 11.1% in 1987.
- The percentage of impaired drivers increased as the time grew later.
 - Between 9:00 and 10:30 p.m., 1.3% of drivers surveyed were impaired.
 - Between 10:30 p.m. and midnight, 2% of drivers surveyed were impaired.
 - Between midnight and 1:30 a.m., 4.7% of drivers surveyed were impaired.
 - And between 1:30 and 3:00 a.m., 14.4% of drivers surveyed were impaired.
- Young drivers and male drivers were more likely to be impaired.
 - Drivers aged 15 - 24 represented 43% of night-time drivers, and 46% of impaired drivers.
 - The 25 - 39 age group represented 36% of night-time drivers and 40% of impaired drivers.
 - 75% of night-time drivers were male, and 3.9 of them were impaired. 81% of all impaired drivers were male.

For further information contact: SGI 565-1416

Seatbelt Usage Rates

Statistics released by Transport Canada from a nation-wide survey conducted in November, 1987, indicate that 72 per cent of Saskatchewan drivers were using their seatbelts, up 12 per cent from 1986 and 20 per cent from 1985.

The survey estimates that 74 per cent of drivers across Canada were using their shoulder belts, this is the highest national usage rate ever observed; 11 per cent higher than 1986 and double the 1980 figures.

Seatbelt Usage Rates

	Nov. 1, 1986	Nov. 1, 1987
Saskatchewan	59.7%	71.9%
Saskatoon	70.3%	76.2%
Regina	50.8%	69.7%
Prince Albert	77.0%	69.0%
North Battleford	56.8%	81.2%
Estevan	30.0%	49.9%
Melfort	32.8%	50.4%
Rural	60.4%	67.9%
Canada	63.2%	74.0%

See Section 15 Information About Other Provinces for a Provincial breakdown of seatbelt use.

Section 15

INFORMATION ABOUT OTHER PROVINCES

Motor vehicle accidents take their toll, not only in Saskatchewan, but across Canada. It is difficult to make direct comparisons because there are many variables.

These tables provide a national overview of fatalities and seat belt usage. The information is made available by Transport Canada.

1987 Fatality Statistics by Province and Month

1987 Preliminary Fatality Statistics														% Change	
	J.	F.	M.	A.	M.	J.	J.	A.	S.	O.	N.	D.	Annual Total	Last Year	Last 3 Years
Nfld.	6	3	6	3	1	6	7	5	8	6	6	4	61	0.0	- 1.6
P.E.I.	1	1	1	0	0	2	2	6	0	1	1	3	18	- 37.9	- 44.3
N.S.	17	6	6	10	10	9	26	16	14	14	15	18	161	20.1	10.3
N.B.	6	11	10	7	15	9	20	11	10	21	18	13	151	16.2	5.6
Que.	59	37	45	71	115	120	132	121	98	117	89	111	1,115	6.1	- 8.7
Ont.	71	82	62	65	111	127	144	134	116	127	107	83	1,229	11.5	7.6
Man.	3	4	9	11	16	22	15	25	21	19	19	23	156	- 7.1	9.3
Sask.	10	10	16	15	24	26	21	32	21	19	19	23	236	- 3.7	4.1
Alta.	27	21	33	45	55	52	48	54	43	42	61	29	510	- 2.5	0.3
B.C.	47	34	28	45	61	48	58	77	64	58	57	45	622	3.8	16.1
Yukon	0	0	0	0	0	2	3	4	1	1	0	1	12	- 29.4	0
N.W.T.	1	0	1	2	3	0	1	0	0	1	0	0	9	- 25.0	- 34.1
Canada	248	209	217	274	411	423	477	485	396	416	383	341	4,280	5.1	2.3

1987 Fatalities by Road User Class

Month	Driver	Passenger	Pedestrian	Bicyclist	Motorcyclist	Not Stated	Total
Jan.	124	75	41	0	3	5	248
Feb.	92	58	47	2	3	7	209
Mar.	98	53	48	4	7	7	217
Apr.	116	68	44	9	30	7	274
May	199	93	38	14	50	17	411
June	182	103	54	17	59	8	423
July	202	134	49	25	63	4	477
Aug.	206	132	51	18	69	9	485
Sept.	175	93	60	13	50	5	396
Oct.	190	105	80	8	27	6	416
Nov.	189	108	56	9	14	7	383
Dec.	169	90	72	1	1	8	341
Total	1,942	1,112	640	120	376	90	4,280

1980-1987 Seat Belt Use In Canada By Province

The survey observed drivers who were wearing shoulder belts. These estimates would approximate the use of seat belts by occupants.

% of Drivers Wearing Shoulder Belts in Cars Equipped with Shoulder Belts

Province	1980	1981	1982	1983	1984	1985	1986	1987
Newfoundland	2.8	8.6	67.8	75.9	69.7	65.5	61.4	64.6
Prince Edward Island	6.2	3.4	7.2	5.6	9.3	17.9	13.7	50.0
Nova Scotia	9.3	11.4	8.7	12.1	20.2	80.8	79.8	68.6
New Brunswick	5.6	8.1	4.2	66.5	60.2	63.4	66.5	65.0
Quebec	39.0	40.7	67.5	60.4	54.3	53.4	67.7	85.8
Ontario	43.7	52.5	48.9	60.1	61.9	66.4	65.9	67.6
Manitoba	6.0	6.4	7.0	11.1	61.6	53.6	61.3	64.6
Saskatchewan	60.7	50.5	48.4	54.0	49.6	51.1	59.7	71.9
Alberta	12.7	11.0	17.1	18.2	19.8	24.4	27.8	74.3
British Columbia	49.3	42.4	53.0	67.4	72.7	73.8	78.3	80.4
Canada	36.4	38.1	45.6	52.0	54.9	58.4	63.2	74.0

Cars equipped with shoulder belts:

1980 = 95.0%	1984 = 98.0%
1981 = 97.4%	1985 = 97.9%
1982 = 96.8%	1986 = 98.7%
1983 = 96.8%	1987 = 98.7%

SASKATCHEWAN TRAFFIC ACCIDENT TRENDS

	1986	1987	% of Total	Change	% Change
Accident Category					
Total Accidents	33,374	34,233		+ 859	+ 2.6
Personal Injury Accidents	5,950	6,156		+ 206	+ 3.5
Fatal Accidents	207	193		- 14	- 6.8
Victims					
No. of Injuries	8,829	9,135		+ 306	+ 3.5
No. of Deaths	245	236		- 9	- 3.7
Provincial Highways					
No. of Accidents	4,872	5,150	15.0	+ 278	+ 5.7
No. of Injuries	1,883	1,888	20.7	+ 5	+ 0.3
No. of Deaths	130	119	50.4	- 11	- 8.5
Urban Streets					
No. of Accidents	24,063	24,341	71.1	+ 278	+ 1.2
No. of Injuries	5,249	5,590	61.2	+ 341	+ 6.5
No. of Deaths	42	52	22.0	+ 10	+ 23.8
Rural Roads					
No. of Accidents	3,834	4,180	12.2	+ 346	+ 9.0
No. of Injuries	1,413	1,380	15.1	- 33	- 2.3
No. of Deaths	56	49	20.8	- 7	- 12.5
Other Locations					
No. of Accidents	605	562	1.6	- 43	- 7.1
No. of Injuries	284	277	3.0	- 7	- 2.5
No. of Deaths	17	16	6.8	- 1	- 5.9
Motorcycles					
No. of Accidents	464	438	1.3	- 26	- 5.6
No. of Injuries	315	319	3.5	+ 4	+ 1.3
No. of Deaths	10	9	3.8	- 1	- 10.0
Bicyclists					
No. of Injuries	278	290		+ 12	+ 4.3
No. of Deaths	8	5		- 3	- 37.5
Pedestrians					
No. of Injuries	483	482	5.3	- 1	- 0.2
No. of Deaths	29	36	15.3	+ 7	+ 24.1
School Buses					
No. of Accidents	73	85		+ 12	+ 16.4
No. of Injuries	23	55		+ 32	+ 139.1
No. of Deaths	2	0		- 2	- 100.0
Seat Belt Use					
No. of Vehicle occupants injured with belts	4,130	4,556		+ 426	+ 10.3
No. of Vehicle occupants killed with belts	53	52		- 1	- 1.9
No. of Vehicle occupants injured without belts	2,699	2,510		- 189	- 7.0
No. of Vehicle occupants killed without belts	111	96		- 15	- 13.5
Alcohol Involvement					
No. of Accidents	2,823	3,036	8.9	+ 213	+ 7.5
No. of Injury Accidents	884	995	16.2	+ 111	+ 12.6
No. of Fatal Accidents	95	94	48.7	- 1	- 1.1
No. of Fatalities	113	123	52.1	+ 10	+ 8.8